

Design and Access Statement.

Erection of five dwellings, land to the rear of 146 to 154 Dodworth Road, Barnsley

HISTORY

The southern portion of the site has a lawful use for the storage of new cars, the northern portion a consent in 1991 (B/91/1478/BA) for the parking of 45 staff cars.

CONTEXT

Physical context

The Surrounding Area: The site is served by the A 628, Dodworth Road. The area directly surrounding the site is residential, and the wider area is also predominantly residential. However, on the opposite side of Dodworth Road facing the site entrance is a cleared area of land awaiting development, formerly a car sales depot, and directly to the west of this is a car repair business, and then a dwelling converted to a mosque.

The adjoining properties on Dodworth Road are bungalows, and on St Hilda Avenue semi-detached houses. All are constructed in red brick with red rosemary tiles. The adjoining properties on Branksome Avenue are a mix of houses and bungalows, constructed in red brick with dark grey tiled roofs.

To the east of the access into the site a row of mature leylandii adjoins the boundary fence. To the west is a 1.5m high wall and railings.

The Site:

The site is hard surfaced, part tarmac, part porous chippings. It was previously used for the parking of cars in connection with the Ford dealer Polar Motors who had their main site on the opposite side of Doncaster Road. The initial area, approximately 30m deep, had consent for the parking of 45 employees cars. It is separated from the remainder of the site by a concrete fence. This latter area has consent for the storing of cars for sale.

Access into the site is gained by a surfaced drive, 4.8m wide adjoining Dodworth Road, narrowing to 4m at a point 31m back from the road.

The southern, eastern, and part of the western boundaries of the site are bounded by high concrete fencing. The remainder of the western boundary is largely open, with some trees, including a row of leylandii. The northern boundary has a privet hedge, 1.8m high when measured from the site.

The initial access drive into the site rises 2.42m from Dodworth Road. The remainder of the land then slopes gently southwards, rising approximately 0.7m to the concrete fence that divides the land, and a further 0.75m to the southern boundary.

Economic context

The development would provide local employment during the period of construction.

Planning policies

The following policies have been taken into account in the submission of this application.

National policies

These are set out in Planning Policy Guidance Note 3. This states as the Governments Objectives that Local planning authorities should:

“provide sufficient housing land but give priority to re-using previously-developed land within urban areas in preference to the development of greenfield sites;”

Places, Streets and Movement, A companion guide to Design Bulletin 32 – this sets out sight line requirements for junctions and access points. The minimum necessary for junctions serving small groups of up to half a dozen dwellings or thereabouts is an X distance of 2.0m. The major road distance where the speed limit is 30mph is 90m.

Regional policy

This is set out in the Regional Spatial Strategy for Yorkshire and Humberside.

Policy YH7, location of development

1. First priority should be given to the re-use of previously developed land and buildings and the more effective use of existing developed areas within the relevant city or town

Policy H1 Provision and distribution of housing.

B Plans, strategies, programmes and investment decisions should ensure the delivery of the average annual net additions to the dwelling stock set out in Table 12.1 in locations that accord with the Core Approach and Sub Area policies. This requires 810 net additional dwellings annually in Barnsley district in the period 2004 – 2026.

Though on a very minor scale the proposed development meets both national and regional policy guidance in that it would contribute to housing needs, on previously developed land, so reducing pressure on greenfield sites

Local policies

The site lies within a Housing Policy Area.

The following policies were considered to be relevant when producing the design for this development: Policy H8, H8A, H8D, BE6, T2A and T22.

Supplementary Planning Guidance Note 3 – Infill Residential Development - The development will meet the general criteria a-h as set out on page 3 of the guidance note. The scheme has also taken into account relevant guidance contained in Supplementary Planning Guidance Note 2 Design and Layout of New Housing, and Supplementary Planning Guidance Note 11 Design to Avoid Crime.

In accordance with Supplementary Planning Guidance Note 20, and Planning Advice Notes 33 and 34, because of the size of the site and number of dwellings proposed there are no requirements to provide public open space, affordable housing, or a financial contribution to school places.

INVOLVEMENT OF COMMUNITY MEMBERS

The owners of 19 adjoining dwellings have been consulted with a layout plan, and a copy of the letter is attached. Nine responses have been received. The occupiers of 148 – 150 Dodworth Road raised concerns regarding loss of light and privacy, and future maintenance of the hedge. To reduce the impact of the dwelling and garage on plot 5, on the gardens of the adjoining dwellings, the design has been amended to provide hipped roofs rather than gable walls. The house is over 3m from the site boundary, which falls approximately 0.5m to the north of the edge. The initial gardens are then steeply sloping, mainly rockeries, and so will not be areas within which the occupants will sit out.

Three of the residents on Branksome Avenue requested that the concrete fencing be replaced by a brick wall. The scheme has been amended to replace a 17m stretch of fencing with brick wall. Nos 14 and 16 were concerned about overshadowing, but the required separation distances from their habitable windows dwellings are achieved, and the house is sited between 3m and 4m from the boundary. The garage is closer, but is designed with a hipped roof, and will be largely hidden behind the existing high fencing. No 20 raised the question of privacy in their garden, but the windows of plot 1 are 10.5m from the boundary.

The occupier of 7 St Hilda Avenue is concerned at the loss of view, and asks that a 3m high concrete fence is replaced by one of a similar height. The occupier of 6 St Hilda Avenue asks that a row of leylandii close to the site boundary are retained.

DESIGN OF THE SCHEME

Use

The site lies within an area allocated as a housing policy area, and is surrounded by housing.

The traffic associated with five dwellings is likely to generate a much lower level of noise and disturbance than the former parking of employees vehicles and movement of cars for sale, thus materially improving the amenities of the occupants of adjoining dwellings, particularly those of No 146 Dodworth Road.

Amount

Minimum densities of 35 per ha are normally required by the Council. This scheme achieves a density of only 18 per ha, but any higher density is prevented by the restricted width of the access into the site which prevents the construction of an adoptable highway.

Layout

The layout is designed to achieve the separation distances required to protect the residential amenities of both existing and proposed residents as set out in Supplementary Planning Guidance Note 3. In respect of existing residents the distances to the new dwellings are exceeded in all but one case. While the side kitchen window of plot 5 will be only 18m from the rear windows of 150 Dodworth Road, the high hedge and difference in levels will prevent any overlooking.

Accessibility and travel distance – the site is located 830m from Barnsley town centre. There are bus stops 90m and 180m from the site. From here the X12 route provides 1 bus per hour, to the town centre.

Crime prevention measures – the layout follows Supplementary Planning Guidance Note 11 advice that “Housing should be designed into secure groups, probably off cul-de-sacs, with no through traffic, vehicular or pedestrian, and where strangers are easily identified.”

Scale

The two storey buildings will relate to the houses directly adjoining on Branksome Avenue and St Hilda Avenue.

Landscaping

Landscape principles and details – the group of mature sycamore trees adjacent to the northwest corner of the site will be retained. The nearest corner of a building is 10m from the nearest tree, and most are in excess of 14m from a building. Tree planting will be carried out in the front garden of plot 4, and in an area to the north of the garage of plot 1. Existing hedges on the northern boundary will be retained, as will a row of leylandii on the western boundary.

The initial 17m of concrete fencing on the eastern boundary, adjacent to the entrance to the site, will be replaced by a 1.8m high brick wall to improve the appearance of the area..

Future maintenance – Trees in the gardens of 4 and 5 will be maintained by the householders. The area to the north of the garage of plot 1 will remain in the ownership of the builders, because of the presence of a capped mineshaft, but the occupier of plot 1 will have a licence to incorporate this into their garden. The hedge on the northern boundary will be maintained by the householder.

Appearance

With respect to the architecture /style, design / detail – the properties include four distinct house types, but retain a common fenestration and small gabled projection features on their front elevations which together will provide a unifying character to the group.

Materials / colours/ textures – facing materials will comprise predominantly red brick, with some render to the small gabled projections, and plain dark grey tiles. The red brick and dark grey tiles will reflect the facing materials of the adjoining properties and the roofs on Branksome Avenue.

Access

The site will be served by a private drive, 4.8m wide at the entrance. Sight line requirements for an access onto a main road, with a 30 mph speed limit, are 2.0m x 90m. These are achieved in both directions.

Parking – two garage spaces per dwelling will be provided.

Is equal and convenient access for all users addressed –The scheme provides a safe means of access into the site for both vehicles and pedestrians. This is a relatively level site, and the dwellings will be built to levels that avoid the need for steps at any entrance into the buildings,

Fire and refuse vehicles will have direct access to the properties.