DESIGN & ACCESS STATEMENT

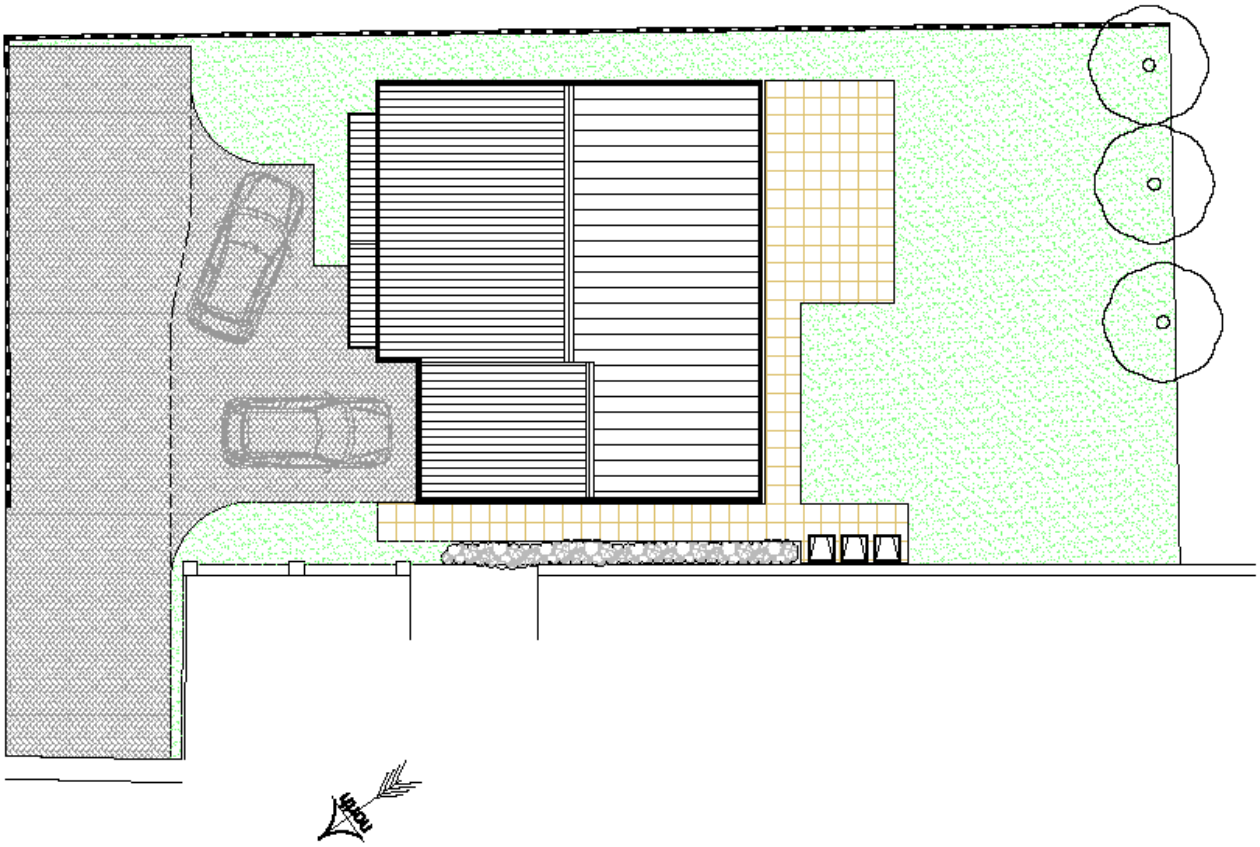
project
PROPOSED DETACHED DWELLING AND ASSOCIATED WORKS

Land off
FARRAND STREET
BIRDWELL
BARNSLEY
S70 5UH

date
FEBRUARY 2020

reference
406.01.D&A

revision
-



Barber Design Limited
21 Mountbatten Drive
Burncross
Sheffield
S35 1WF
Tel: 0114 2460608 / E-mail: todd@barberdesignltd.co.uk

INTRODUCTION

Barber Design Limited, as instructed by Mr Wade & Miss Catchpole, have prepared this Design & Access Statement to accompany the Planning Application for the construction of a detached residential dwelling and associated works.

This statement should be considered and read in conjunction with the Planning Application Drawings.

Physical Context

The subject site is to the south 16 – 26 Wentworth Street and the east of 1 – 7 Farrand Street. The land has been used as private a garden with a residential garage and separate residential workshop. The workshop and garage are sited upon the land (edged blue on the Location Plan) to the rear of the proposed development and are to remain. The site is identified on the current UDP Maps as being within the “Housing Policy Area”.

The site is accessed directly off Farrand Street via an existing vehicular access point.

The site is surrounded by residential properties with a current housing development under construction to the east of the site which has been accessed from Wentworth Street.

Directly adjacent to the site, sits a small piece of undeveloped land which separates the proposed site from the above mentioned ongoing development.

The immediate area is residential other than the shops fronting onto Sheffield Road (A61).

The properties nearby are constructed from a mixture of materials, mainly, stone and red brick to the walls and concrete tiles and slates to the roofs.

Socio Economic Context

The subject site falls within a well-established residential community and therefore represents an opportunity to contribute to “building communities” and supporting the operation of the nearby local shopping centres (i.e. Birdwell and Hoyland).

The site is in a good location for residential development in terms of sustainability and access to areas of work and education which are within walking distance of the site. All other services including banks, schools, churches, shops and food outlets, medical and community centres, playgrounds, libraries and public houses are within a brisk walk or short car ride away.

Birdwell is also well serviced by public transport, with buses regularly running to Barnsley’s and Sheffield’s city centre as well as servicing the nearby towns and villages.

On this basis it is considered that the new development, in keeping with the local area, will make a beneficial contribution to locality by maintaining the need for local services and helping to maintain the community as a whole.

Highway Context

The highway status will essentially remain unchanged with ample off street parking being provided for the new dwelling along with on-plot turning.

The existing drive crossing point is to be retained to service the new dwelling as shown on the submitted plans.

Constraints & Opportunities

As a result of considering the Physical and Socio-economic context, the following constraints and opportunities were identified:-

CONSTRAINTS

- The need to acknowledge the character of existing residential properties within the immediate locality.
- Maintain adequate separation from properties on Wentworth Street and Farrand Street.
- Orientation of adjoining properties and avoiding overlooking issues.
- Topography of the site.

OPPORTUNITIES

- Develop a suitable piece of land within the Housing Policy Area as identified in the Local UDP.
- Provide a home that respects the existing properties whilst remaining subservient to them.
- Provide a quality home to complement the existing properties.

DESIGN STATEMENT

Use

The site is adjacent residential properties and is accessible directly from Farrand Street.

The land is identified within the UDP as being in a “Housing Policy Area” and therefore promotes the use of existing allocated land before the reallocation of other land uses to residential.

The remaining land (shown edged blue on the Location Plan) will be retained along with the garage and workshop for the ancillary use of the applicant. This land is accessible independently from the south via Victoria Crescent.

Amount

The site will easily accommodate the proposed property and reflects the varied mixture of housing within the vicinity.

The proposed building sits comfortably within the site boundaries and provides adequate off street parking.

Layout

The proposed scheme is to follow the existing ground levels as closely as possible, as identified on the submitted plans.

As stated earlier, the existing access will serve the new property.

Scale

The surrounding housing is a mixture of bungalows, terrace, semi-detached and detached properties and therefore the proposed scheme is in keeping with its surroundings.

The height of the proposed dwelling has been carefully considered to reflect the surrounding properties of Farrand Street and Wentworth Street.

Landscaping

The prevailing landscape character of the area will remain unchanged.

The existing trees to the boundary of the site will be retained, as identified on the submitted plans.

The new landscaping will consist of hard paving to the driveway and grass to the rear garden as shown on the submitted plans.

Appearance

The architectural style and materials proposed have been fully detailed on the submitted plans and will compliment the surrounding properties. The use of white Upvc windows and eaves along with pointed verges will be employed and married with black rainwater goods to match with the surrounding properties.

All the materials and design details have been incorporated into the proposed dwelling in order to render the development compatible with the surrounding properties whilst providing a strong identity to the building.

Full details of the proposed materials have been submitted as part of the planning application.

ACCESS STATEMENT

Travel to Site

Pedestrian and vehicular access to the site will remain unchanged.

Building Environments

The existing access point in to the site essentially remains unchanged.

The dwelling is accessed at ground floor, via a level threshold, into the entrance hall. All doors to habitable rooms at ground floor, will be of a suitable width to ensure easy wheelchair access (refer to section "Building & Structures"). The hall will also be of a sufficient width to aid in manoeuvring between spaces.

All external changes in level will be in compliance with Part M4(1) and the private access drive will be constructed to a gradient no steeper than 1:12.

Buildings & Structures

All the proposed materials will comply with the relevant section of the Building Regulations as regards structural stability and thermal values.

The proposed development has been designed and laid out to ensure all approaches to access points internally and externally are of a sufficient width as to allow easy access and manoeuvring for the ambulant disabled and wheelchair users. If a certain approach would become somewhat tighter, the width of the door would be adjusted accordingly. All doors to habitable rooms on the ground floor, including the main entrance door, will provide the minimum widths as stipulated in Part M4(1):

It is not envisaged that steps will be necessary to the principal access route of the dwelling (as shown on the submitted plans). However should it become essential, they will again be fully Part M compliant with maximum 170mm risers and minimum 300mm goings, with a suitable handrail and providing a clear width of 900mm.

Means of Escape

As part of the Design Procedure a Building Regulations Application will be submitted prior to commencement on site. Therefore once the scheme does get on site the development will be proved to be Part B compliant.

Signs and Way-finding

The existing access, which is well established, is to be retained for the new property.

External paving and hard landscaping to comply with DFT Guidance, to be hardwearing with a high "slip resistance" rating.

Summary

It is maintained that the design approach has been comprehensive and given the 'local' constraints placed upon this development we believe a satisfactory scheme has been achieved with an approach that is in harmony with the existing properties.