
DESIGN & ACCESS STATEMENT

FOR

**PROPOSED RESIDENTIAL DEVELOPMENT
COMPRISING 12 NO. BUNGALOWS**

AT

**PONTEFRACT ROAD,
LUNDWOOD, BARNSELY**

For

**MASON BUILDING CONTRACTORS
LTD**

Prepared by

WHITE AGUS PARTNERSHIP

1 BACKGROUND

The site and former buildings were a licensed premises known as the Lundwood, which has now been demolished.

Town & Country Planning Consent has been granted for the development of 14 town houses with associated parking (BMBC Ref 2011-0264). This has now lapsed.

White Agus Partnership have been instructed by Mason Building Contractors Ltd to prepare detailed design proposals for residential development at Pontefract Road, Lundwood, Barnsley and to submit a Full Planning Application.

The application is for 6 pairs of semi-detached bungalows, designed specifically for disabled people. This includes both the internal and external layouts, car parking, etc.

2 THE SITE

The site is located on Pontefract Road in Lundwood, which is situated approximately 3 miles by road to the east of Barnsley. The site has excellent access to the public transport system to Barnsley, the transport network and beyond.

The site has an area of approximately 3000 sq metres and was formerly the site of the Lundwood Hotel. The building was demolished a number of years ago and the site is vacant.

In the local area there are a variety of buildings, the majority of which are residential with a mixture of terraced, detached or semi-detached properties of various styles and ages.

There is a retail area approximately 300 metres to the south of the site.

Lundwood is well served by public transport with bus stops within easy walking distance. These give access to Barnsley and the Transport Interchange, railway station and the town centre retail areas.

The site is in an elevated position and there is little risk of flooding. Currently, much of the site area is permeable and development is very unlikely to cause flooding elsewhere.

There are currently two access points from the main highway.

The footprint of the former building remains together with its associated car parking. The remainder of the site is un-kept and overgrown. However, there are no trees on the site.

To the west of the site are residential properties along Poplar Grove and their rear gardens. The site is bounded to the south by Darrington Place and to the east by Pontefract Road. There is a commercial operation to the north. The site boundaries to the east and south are brick walls. In part these are retaining walls as the site is elevated to the south above the adjacent highways.

There is a gradient from north to south of about 1 in 20.

3 THE PROPOSALS & DESIGN CONSIDERATIONS

By virtue of the earlier consent the principle of residential development is considered appropriate.

The site lies within a residential area with little overall definitive character other than traditional, semi detached properties aligned in ribbon fashion either side of adopted highways.

There are no residential properties that will be significantly adversely affected by the proposals.

The proposed traditionally constructed dwellings are in keeping with the general style of properties on new developments throughout the Borough.

The proposals for residential development of the site as shown on the submitted proposals will cause no significant harm to the local environment.

The size of properties and accommodation proposed for the dwellings is considered appropriate for the location when assessed in relation to other residential developments in the locality and market forces.

In particular, the size, layout, orientation and associated footpaths, parking and manoeuvring areas have been developed with particular regard to the needs of disabled people.

The orientation and aspect of the building has been designed with regard to separation from adjoining buildings, footways, highways, site topography and scale of surrounding features.

The size and location of openings has been determined with full regard to the scale of building, orientation of accommodation and requirements for means of escape and ventilation.

The development has not been designed in isolation. Consideration has been given to buildings in the wider context and the impact of the proposals on views from surrounding properties, the highway and pedestrian routes.

The scheme has been designed with a view to providing visually attractive aspects from both traffic routes and pedestrian footways.

The layout of the development was governed by the location of the proposed access points, restriction due to site topography and the proximity of adjacent building.

The design of the scheme is appropriate in relation to the site, its surroundings and land use policies.

Gradients have been determined in relation to existing site topography and with regard to providing suitable access and movement around the site for disabled persons.

Prior informal discussions/consultation has been held with Mr Matthew Smith, Senior Planning Officer. The responses received in relation to the submitted proposals have been favourable. In addition, modifications to meet the Highways Officer requirements have been incorporated into the submitted scheme.

4 SOCIAL & ECONOMIC CONTEXT

Any potential for excessive overlooking from the development or overshadowing will not occur as a result of any of the proposed development due to the siting of the buildings, orientation of windows to habitable rooms and separation distances between the proposed dwelling and adjacent garden areas.

Due to the modest scale of the development there will be no significant impact upon local services.

It is unlikely that any jobs will be created as a result of the development other than those persons employed to carry out the building works.

The site is close to frequent public transport links into the Town Centre

The site is within walking distance of shops and local amenities.

The general amenity of the area will be improved by the loss of the potentially noisy and disruptive activities within the Public House and associated car parking.

5 ACCESS

Access to the site will be directly from Pontefract Road with disused entrance points, kerbing and footway reinstated.

The parking proposals exceed the standards of the South Yorkshire Design Guide. This includes a designated disabled parking space to each property with

8 additional visitors' spaces. This is considered necessary as it is anticipated that carers and other social services personnel will be required to visit the properties on a regular basis. In addition, the manoeuvring areas are sufficient for ambulances etc to be able to enter and leave the site in a forward gear.

It is intended that the development will comply fully with the requirements of approved document to Part M of the Building Regulations. This will allow full access to all parts of the development.

The dwellings will be fully accessible and where changes in level occur externally the hard landscaping will be designed as appropriate.

Entrances to the dwellings will have thresholds, widths and access to meet the needs of wheelchair users.

At Building Regulations stage the scheme will be developed to include all visibility aids, grab rails, tactile surfaces, alarms and the like.

7 CONCLUSIONS

The site is in a sustainable location and the presumption is in favour of residential development.

Dwellings of the type proposed are fully compatible with the general character of the locality.

The development is within an existing settlement, close to existing amenities and public transport links.

Because the scheme is small in scale it will not impact on the community infrastructure, services or facilities.

The density of the proposed development is acceptable in relation to the surroundings.
