

DESIGN AND ACCESS STATEMENT, MEADSTEAD DRIVE, ROYSTON, BARNSLEY

INTRODUCTION

This statement is to be read in conjunction with the submitted drawings and accompanying documents that form part of the planning application. The structure and content of the statement is based on advice contained within Design and Access Statements produced by CABE. The statement has three sections; Setting the Scene, The Design Response and Access Issues.

SETTING THE SCENE

The site and its Location

The site is located on the south side of Meadstead Drive between nos. 27 –45, in the area of Royston (See Figs 1, 2 & 6). The site was previously occupied by housing that was cleared a number of years ago. The site is currently used as a storage compound for building materials (see Figs 4 & 5). The site has a number of trees close to the frontage of Meadstead Drive (see Fig 1). The site levels rise slightly towards the western end of site.

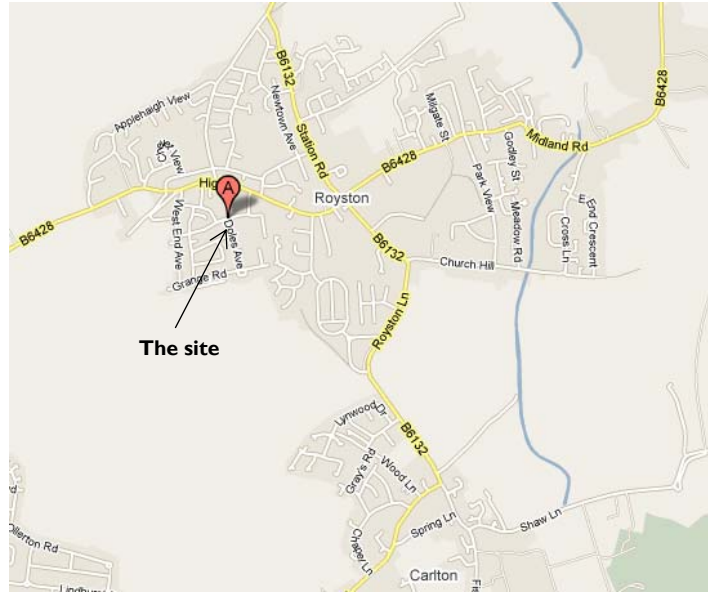


Fig. 1 Context map



Fig. 2 Aerial photograph



Fig. 3 View west along Meadstead Drive



Fig. 4 View within the site looking west



Fig. 5 View within the site looking east

The Surrounding

The site is bounded by existing residential development. To the south and east are two storey semi-detached properties (see Figs. 3 & 4). To the north and west are semi detached bungalows (see Fig 8). All the surrounding properties are constructed with red brick under a pitched concrete tile roof. At the eastern of the site the existing adjacent property, No. 27, has a gated access point that utilises part of the site (see Fig 9).



Fig. 6 Site location plan



Fig. 7 View east along Meadstead Drive



Fig. 8 View of bungalows opposite the site on Meadstead Drive



Fig. 9 View towards existing gate of No. 27

Planning Context

The proposed site is located in an existing residential area in accordance with Policy BA 2 of the adopted Barnsley Unitary Development Plan (the UDP). The site was previously occupied by residential dwellings. Therefore the proposed site is suitable for residential development as it is classified as a brownfield site in accordance with Appendix B of Planning Policy Statement 3. The new development will provide 10 dwellings off the existing highway layout, which accords with policy H8 in the Barnsley UDP. The siting and orientation of proposed units will have no impact on the amenity of the surrounding residents. As a result it is considered that the layout form and design of the proposal accords with policies BE5, BE6 & BE6A within the UDP and Supplementary Planning Guidance 2. There is no significant change in the amount of housing proposed on the site; thus traffic generation, demand for public transport, pedestrian movements and educational needs will remain largely unaltered. Therefore the proposal accords with T2 contained within the UDP. In curtilage driveway parking is provided for all units, and a therefore the proposal accords with Policy T22 within the Barnsley UDP and the parking standards contained within Supplementary Planning Guidance 32.

THE DESIGN RESPONSE

The Development Concept

The proposed development has the following design principles;

- Make efficient use of the brownfield site
- Re-introduce residential development to the site
- Provide suitable provision for off-street parking
- Provide secure buildings and private amenity space

The Proposals

Construction of 10 no. residential units, together with off-street parking and associated landscaping.

Layout

The location of the proposed units has been carefully considered in terms of the separation distances between adjacent properties in order to avoid detrimental impact on the amenity of other properties or their garden areas.

Scale

As a result of the two storey height of the surrounding properties along Meadstead Drive the proposed units are also two storeys in height. Whilst it is acknowledged that some of the surrounding properties are bungalows the change in height does not detract from the streetscene and result it is considered that the proposal responds appropriately to its context.

Materials and appearance

The proposed materials reflect the materials utilised for recent developments elsewhere in the area. The main brickwork will utilise a red brick, with render at first floor level, under a grey concrete roof tile. Gabled elements and the use of entrance canopies together with bay windows add interest to the facades.

Landscaping

The proposal provides tarmac driveways within the curtilage of the units to the front of the dwellings. The remainder of the space is grassed to provide garden space.

Crime Prevention Measures

The proposal adheres to the core principles of Secured by Design which are relevant to this particular site. The units have been orientated to address the street frontage to provide an active streetscene and thus affords the opportunity for natural surveillance. Where applicable suitable new boundary treatments are proposed. In other circumstances the existing boundary treatments are to be retained. All windows and doors will conform to the appropriate British Standard.

Utilities

Existing statutory authority services for BT, British Gas, Yorkshire Electricity and Yorkshire Water are located within Meadstead Drive. British Gas supply pipe to 45-47 will be required to be diverted along the western boundary of the application site to maintain gas supply during construction. 225mm diameter separate foul & surface water adopted sewers cross the site from north to south. Discussions with Yorkshire Water concluded that they will permit adopted sewers upto 225mm diameter to be built over for a maximum distance of 10 linear metres, or diverted and connected into the proposed separate drainage system into the site

ACCESS ISSUES

Public transport

As noted above the kendray estate is located within a convenient distance of Barnsley town centre and is situated along the Doncaster Road corridor which provides a vital bus service into Barnsley and its retail, leisure and employment opportunities. Also, across the estate there are a variety of local bus services. Fig. 6 indicates the positions of bus stops within the estate.

Vehicle

The proposal provides in curtilage parking spaces for all the proposed units. The 2 bedroom units are provided with 1 parking space whilst the 3 bedroom units have two parking spaces. A parking space it to be provide for the adjacent No. 27 at the eastern end of the site.

Pedestrian

All dwellings are provided with level access to the proposed units.