Design and Access Statement

Outline Planning Application for the Erection of 10 Apartments in two blocks with associated Car Parking and Landscaping at

Former Garage Site, Mary Lane, Darfield, Barnsley S73 9BF.









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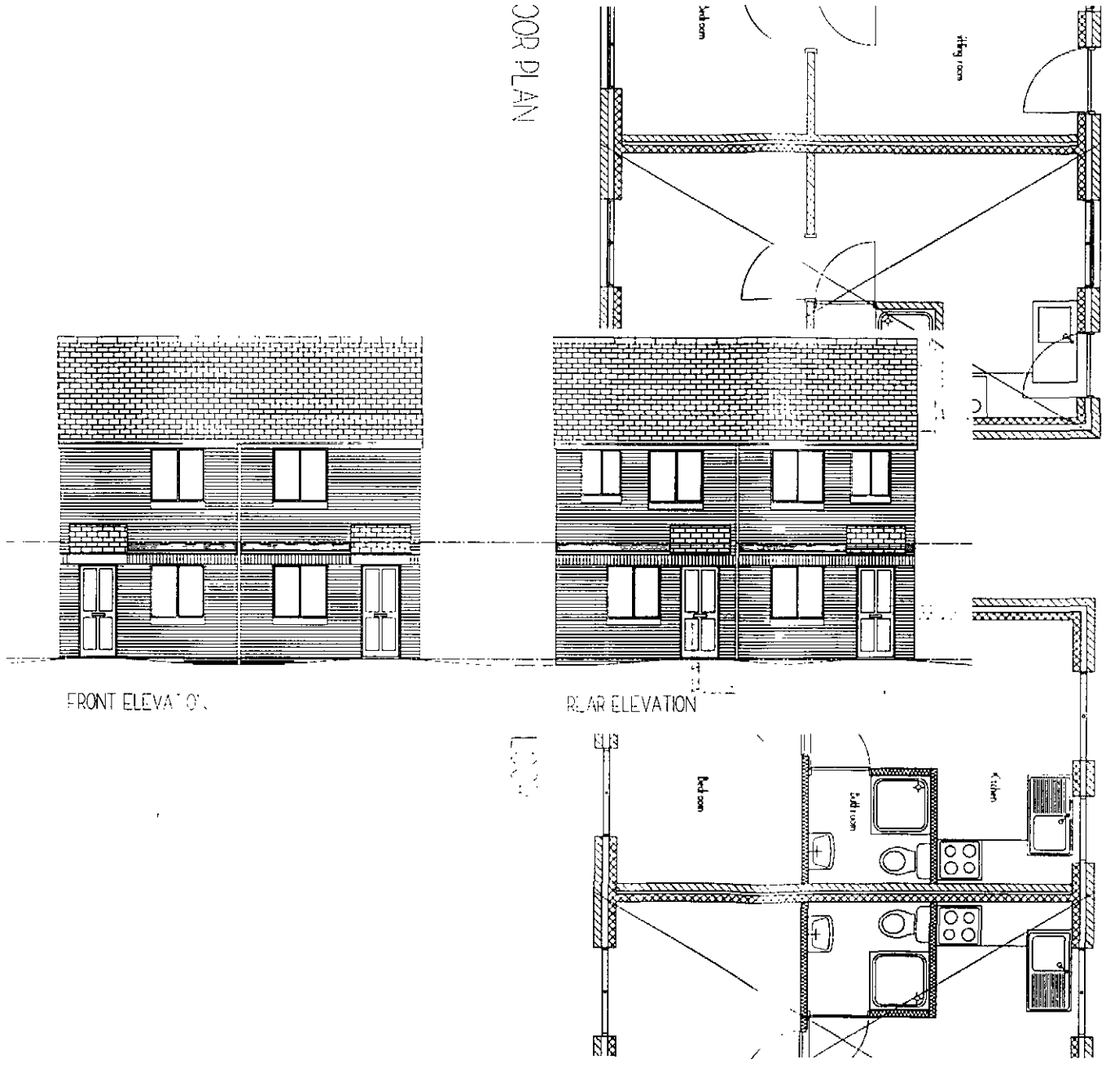
Foreword

This Design and Access Statement has been prepared on behalf of ARA Builders to accompany an Outline Planning Application for the Erection of 10 Apartments in two blocks with associated Car Parking and Landscaping at the former Garage Site, Mary Lane, Darfield, Barnsley, S73 9BF.

The format of this report is principally derived from several sources including Section 3 of Circular 01/2006 *"Guidance on Changes to the Development Control System"* which became effective on 10th August 2006, the Town and Country Planning (General Development Procedure) (Amendment) Order 2006 and the advisory document *"Design and Access Statements"* published in 2006 by the Commission for Architecture and the Built Environment (CABE).

We trust that you will find this document useful in describing the design, planning and development rationale for the proposal however if any further information is required please do not hesitate to contact the author at the address below.

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Development Overview

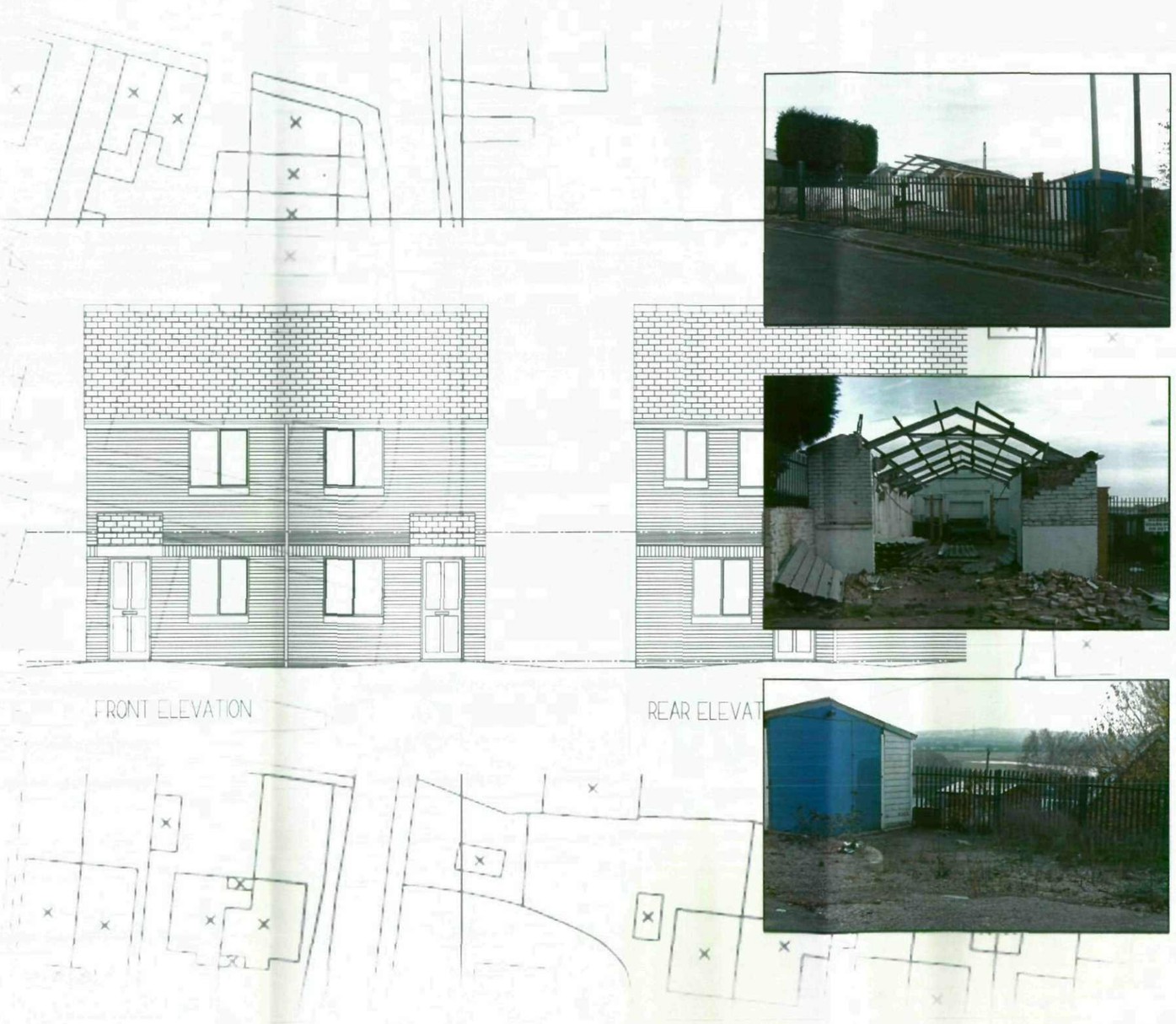
The appended Outline Planning Application seeks approval for the erection of 10 Apartments in two blocks with associated Car Parking and Landscaping at the former Garage Site, Mary Lane, Darfield, Barnsley S73 9BF.

In practical terms, this proposal substantively represents an amendment of the internal configuration of a previously approved development form to create two, one bedroomed, apartments within each of formerly proposed mews dwellings.

The scale, massing, detailing and arrangement of this earlier application (Planning reference 2007/1724) is to be maintained under this new proposal with only an increase in car parking spaces denoting the intensification of use.

In form, the proposed development site comprises of approximately 0.096 ha of land and buildings - formerly in use and occupation as a garage but now vacant and derelict.

In respect of Planning policy the site is located within a Residential Policy Area as defined within the adopted Unitary Development Plan and is not subject to any other special control.



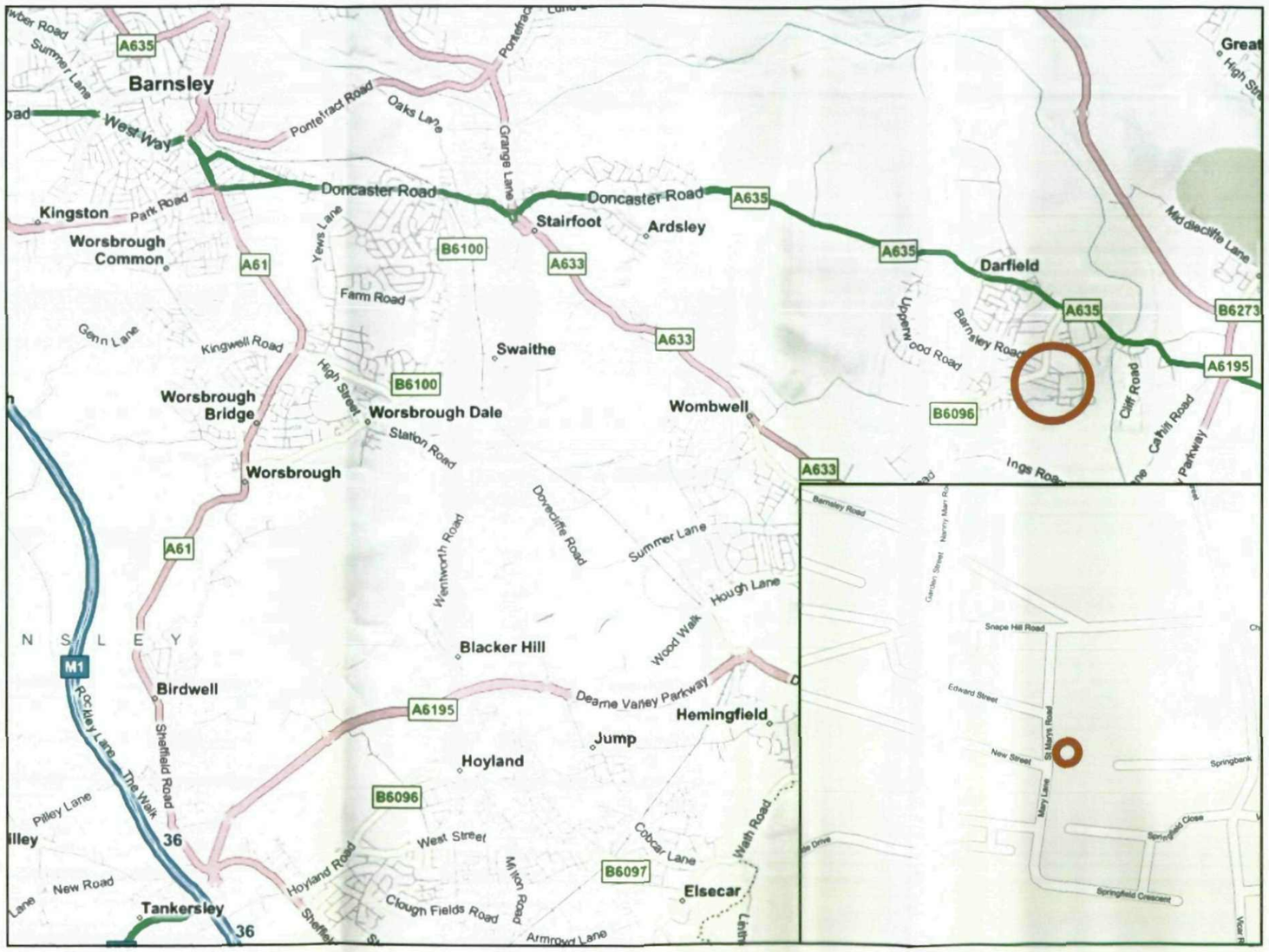
Site Description and Context

Contextually, Darfield is an expanded settlement located approximately 5 miles to the south east of the centre of Barnsley.

The north western sector of the settlement is typified by inter-war and later semi detached dwellings of brick masonry under slate roof construction. To the south eastern sector of the settlement this suburban form is increasingly interspersed with 19th century stone built terraced properties indicative of the earlier industrial and agricultural roots of Darfield.

The character of the immediate surroundings to the site reflects that of the south eastern area generally with St Mary's Road to Edward Street being predominantly of stone built form and from there south to Springwell Crescent more typically being of modern brick construction.

The proposed development site itself extends to approximately 0.096 ha of land and is presently comprised of hardstandings and now derelict structures associated with the former garage use. In accordance with its former commercial use perimeters to the site are formed from 2m high palisade fencing and are gated to the Mary Lane elevation. To the immediate north of the site a commercial garage and repair operation is housed behind high screening whilst to the southern border a narrow but deep strip of rough land separates the site from its residential neighbours.

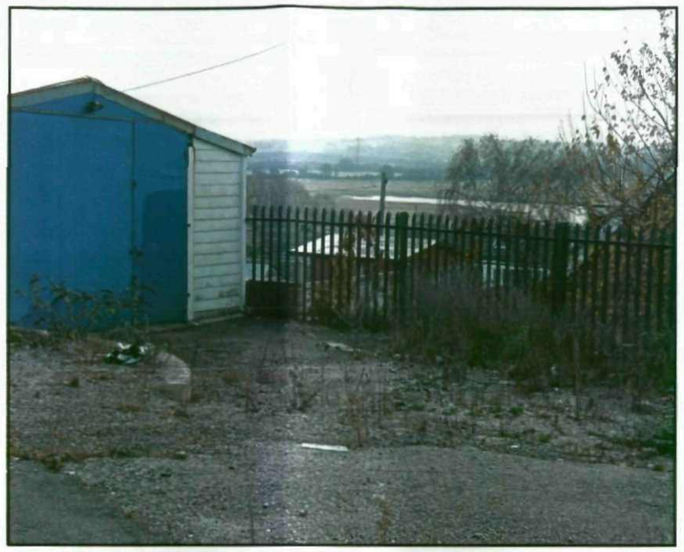




View of site from west side of Mary Lane



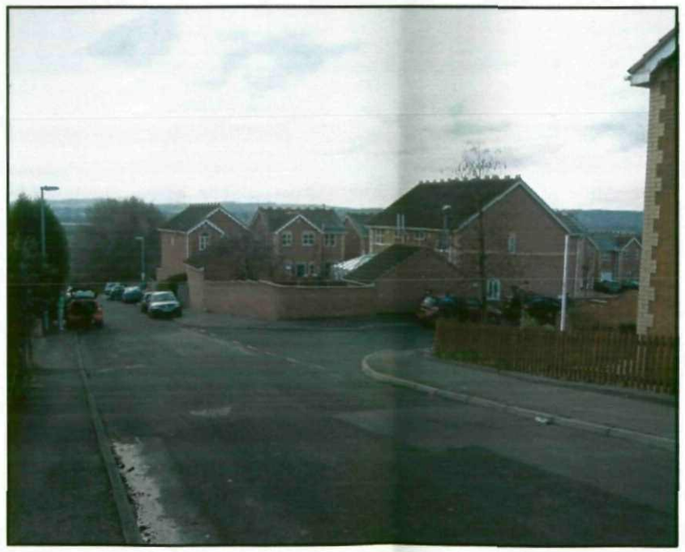
The main buildings within site are now derelict and have been the subject of architectural theft



The southern perimeter of the site gives on to remarkable long distance views toward Wath upon Dearne and Thrybergh



19th and 20th Century terraced properties at St Mary's Road



Modern brick built dwellings at Mary Lane



Surprisingly, naturalised land close to site provides rough grazing for pet livestock

Use: Policy and Appropriateness

Establishing the correct use of a site is perhaps *the* fundamental criteria in assessing the appropriateness of a development.

As mentioned within the Introduction to this Design and Access Statement the principle of use of the site for residential development has already been established under Outline Planning Approval 2007/1724.

With this being said, every application is determined on its own merits and, owing to the changing level of residential density regard should still be had to the provisions of the Local Development Plan and National policy.

In respect to this application, the site is located within a residential policy area and, whilst currently vacant, comprises of a sui generis commercial garage and repair use. This current use may be considered to be at odds with aUDP Policy H8 which states that;

Areas defined on the Proposals Map as Housing Policy Areas will remain predominantly in residential use, Other uses will only be permitted where they are compatible with a residential area and other policies of the Plan

Returning the use of the site to Residential Use would further the objectives of this policy and improve local residential amenity.

With regard to the format of dwelling proposed aUDP Policy H5 is a material consideration. This Policy states that;

The Council will promote diversity of dwelling type, size, density and design throughout the Borough to meet the full range of housing need. In particular the Council will encourage, in appropriate locations throughout the Borough;

A) Housing for Key Workers

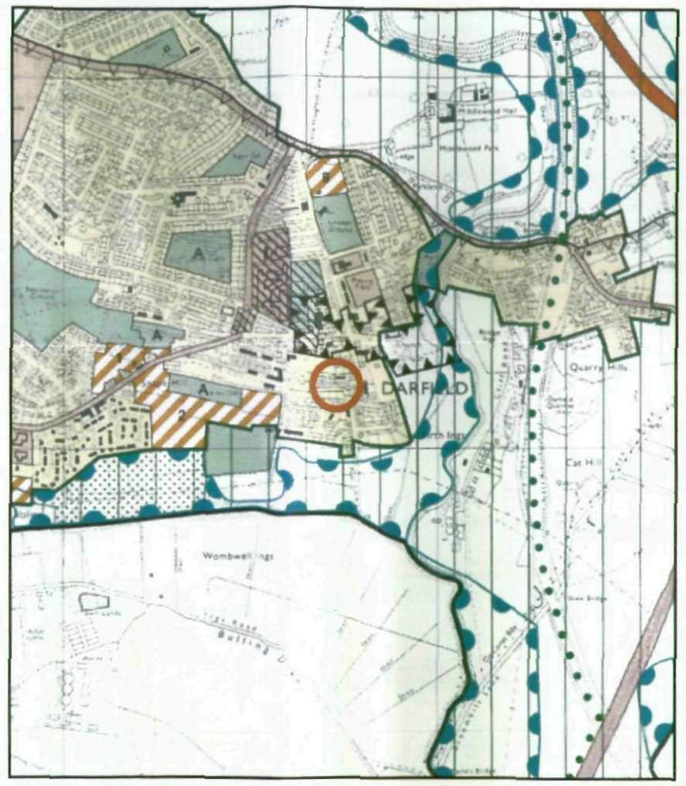
B) Affordable housing and housing for rent

C) Housing for the elderly and those with disabilities

D) Homes intended for single person households

This proposal seeks approval for the creation of 10 one bedroomed apartments in an area typified by terraced properties and larger detached and semi-detached homes. The proposal therefore supports the objectives of policy.

In respect of other policy issues, this proposal has been designed to be in conformity with H8A and adopted Supplementary Planning Guidance SPG2 The Design and Layout of New Housing (May 2002) and SPG 11 Design to avoid Crime May 2003.



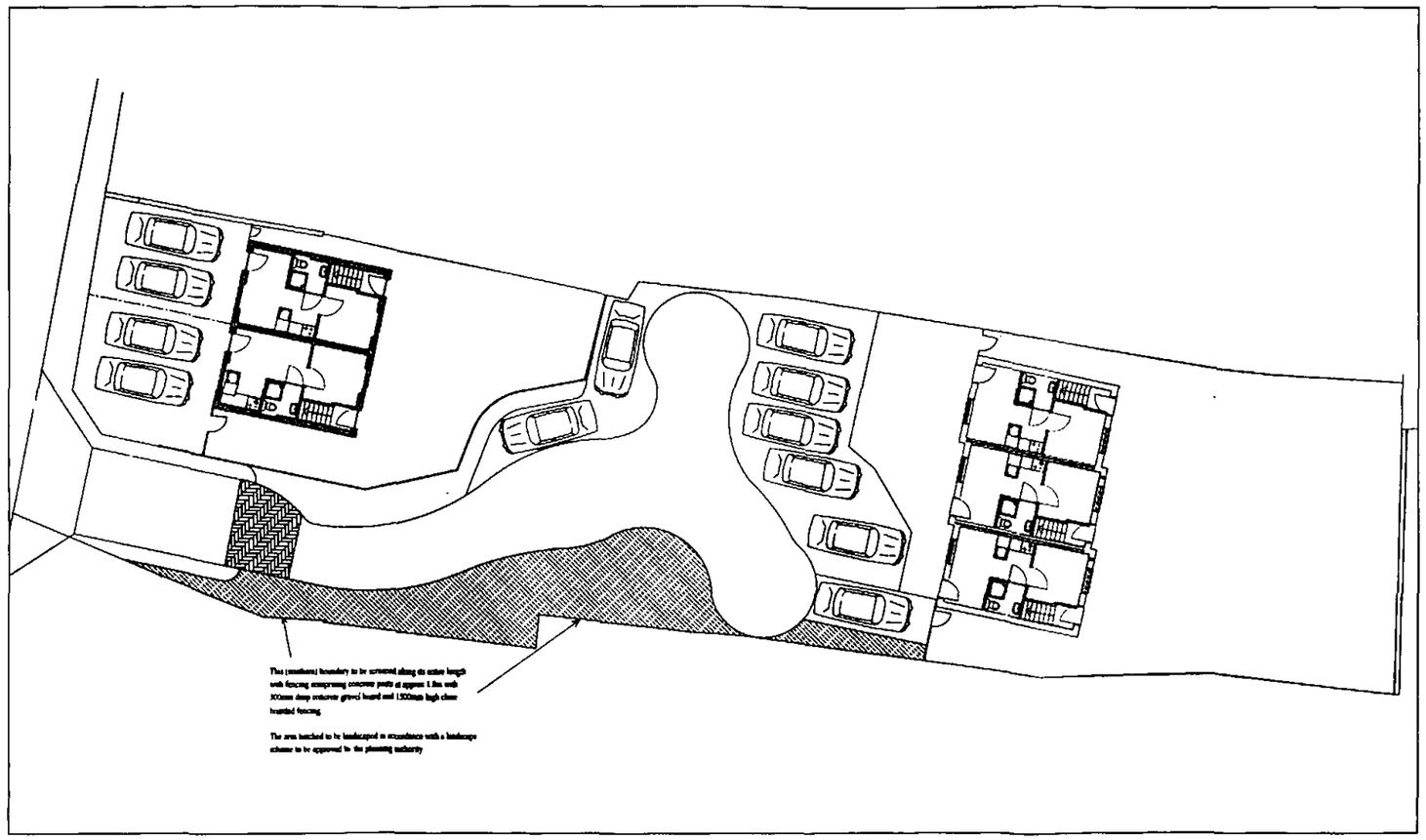
Above: Extract from the Doncaster aUDP Proposals Map 2. Site location circled in red.

Amount: Quanta of Development

The amount of development on a site is derived by two allied but discrete considerations; the level of built footprint in relation to site area and the density of development as defined within Planning Policy Statement 3; *Housing*.

Taking the issue of built footprint first; the total gross site area extends to approximately 0.096 hectares (0.24 acres). This gross area is proposed to accommodate a built footprint of 134.1m^2 - approximately 0.013 ha - with the remainder of the area (0.083 ha) accommodating landscaping, communal open space, shared driveway and parking. In percentage terms this represents a built footprint of 14.3%. In this regard, the built form to space ratio is at least equivalent to the best residential areas of Darfield and as such ensures an open and legible townscape is created.

With regard to considerations of technical residential density and in accordance with the principles set out within PPS1, PPS3, PPG13 and the Local Plan, residential development should aim to maximise the efficiency of land. 30 dwellings per hectare (dph) net is noted as being the national indicative minimum to guide policy development and decision-making (PPS3, page 17, para. 46) and in sustainable locations this minimum level should be improved upon where possible. Although not an inner area location the site may be considered to be sustainable as it is close to public transport facilities and local amenities in recreation, shopping and employment.



This proposal provides a gross residential density of 100 dwellings per hectare which both greatly exceeds the minimum technical standards required and yet maintains the built grain of the surrounding residential areas.

Layout and Scale

The layout of built form and landscaping and the scale of new structures has essentially been informed by the existing built and natural features of the site and its surrounding context.

In respect of layout, the site is linear in form showing a frontage of approximately 17m to a depth of around 56m. To preserve a street frontage to Mary Lane and a reasonable residential density it was clear that two blocks of properties would be required. The original Outline Planning Application on this site showed the same arrangement and after some design review it was considered that this layout provided for the most effective and efficient use of land whilst maintaining future residential amenity.

In regard to the scale of the proposed dwellings, Mary Lane and St Mary's Road provide a variety of height and masses ranging from modest 19th Century terraced properties to 2.5 and 3 storey contemporary dwellings.

At this location within the streetscene, however 2 storey dwellings predominate and in design review it was considered that maintaining this scale is important in ensuring that the new dwellings blend well with their neighbours. The previously approved layout and scale of residential build is therefore proposed to be replicated in this proposal as an appropriate development form which makes best use of the site whilst providing for a good standard of residential amenity.





Above: Although residential properties in the area vary between 2, 2.5 and 3 storeys it was considered that restricting height of new development to 2 storeys was most appropriate given the immediate context of the site.

Appearance

As an Outline Application, issues of detailed exterior treatments are more usually the subject of a subsequent Reserved Matters application. In this instance, however, it was considered important to provide an indicative illustration of the prospective appearance of the proposed properties to ensure that the new buildings would positively integrate into the surrounding streetscene.

Located within the more modern environment of Mary Lane, as opposed to the historic terraced streetscape of St. Mary's Road, it was considered that the proposed properties will primarily be seen in the context of the new residential developments to the south of site.

Detailed design has therefore drawn on more contemporary building styles and the selection and arrangement of materials reflects this choice.

The main bodies of the properties are proposed to be constructed in red brick masonry with a soldier course string to ground floor window headers. Other prospective masonry details are also under consideration, such as art stone heads and cills to windows however, the final design choice is proposed to be made in consultation with the Local Planning Authority at Reserved Matters stage.

Similarly, roof coverings are presently proposed to be of natural slate, or an artificial material of good quality and appearance, although dependant upon final masonry detailing, pantile may be considered more appropriate.

Windows are currently proposed to be of uPVC construction in the interests of fuel economy, however, all entrance doors are to be of traditional timber construction.



Above: Indicative elevational treatments to residential properties; red brick masonry under slate roof coverings



Above: An alternative materials section; stone detailing to headers and cills with pantile roof covering

Landscape

The landscaping scheme for this proposal has been provided in indicative form only and is envisaged to be the subject of a separate landscaping design proposal at Reserved matters stage.

With this being said, it is likely that the general principles of the current indicative proposal will form the basis of the landscape design brief and provide for two discrete landscape treatments; To the front of site and in the immediate environs of the properties it is likely that soft landscaping will be confined to lawned areas to both secure easy and low cost maintainable communal space and encourage the personalisation of gardens close to properties.

To the southern perimeter of the site however a semi-formal landscape treatment is proposed. This area of planting is to be provided to improve the visual appearance of the development and, importantly, to provide for soft screening of the development from the rough land to the southern side.

Perimeter treatments are envisaged to be predominantly formed from close boarded fencing set between concrete piers and gravel boarding .Hard landscaping to the pathways, route surfaces and parking areas is also yet to be determined although it is anticipated that crossing points and entrances to buildings will be formed from small element paviors to provide visual and textural distinction.



Access and Movement

The guidance contained within CABE's publication "Design and Access Statements" infers that access should be seen as two distinct but interconnected components - access to buildings and spaces within the site from a pedestrian perspective and access to and within the site by vehicles.

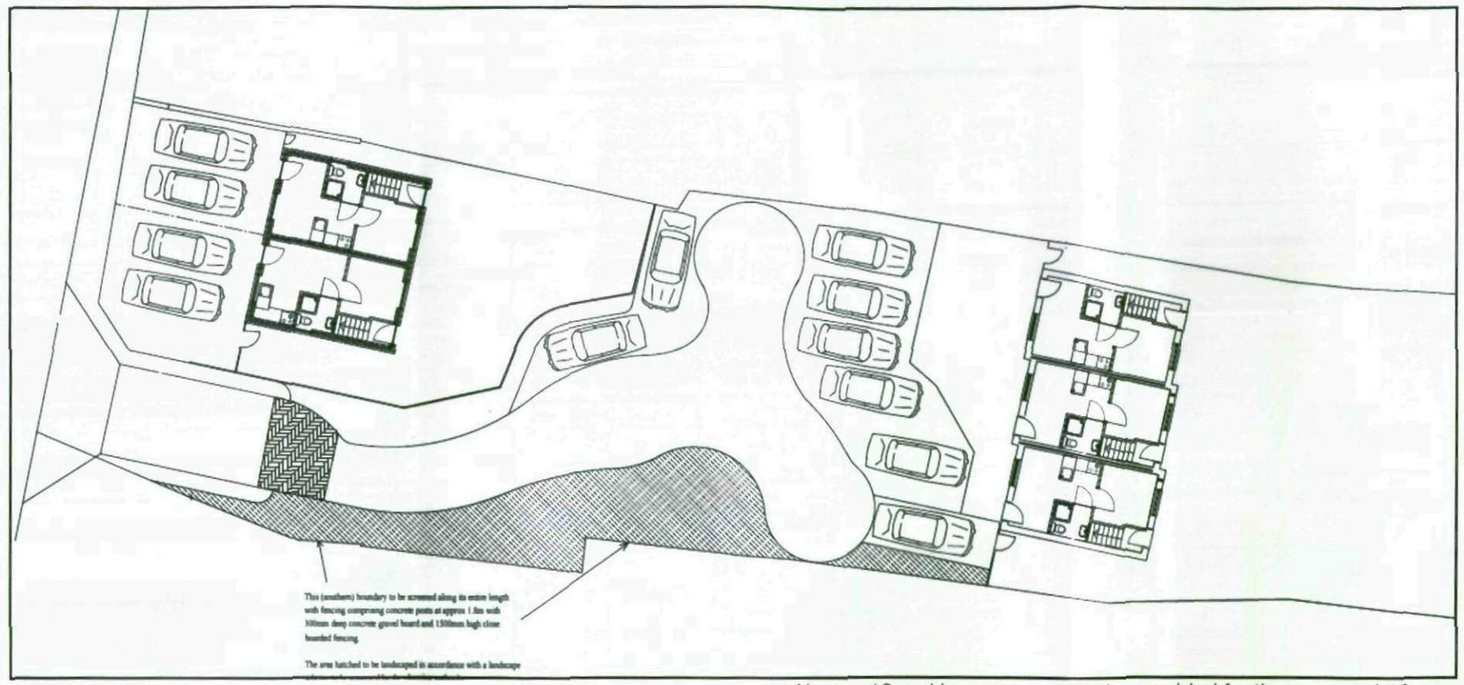
Pedestrian access to the residential properties to the front and rear of site can be achieved direct from Mary Lane and low level kerb edging is under consideration as a means of improving disabled access across the site. All entrance points to dwellings are presently proposed to be level and achieved through micro-landmodelling.

Within the dwellings themselves internal layouts have been designed to meet and exceed the requirements of the Disability Discrimination Act 2005 and the current Building Regulations in respect of internal dimensions and the location of facilities.

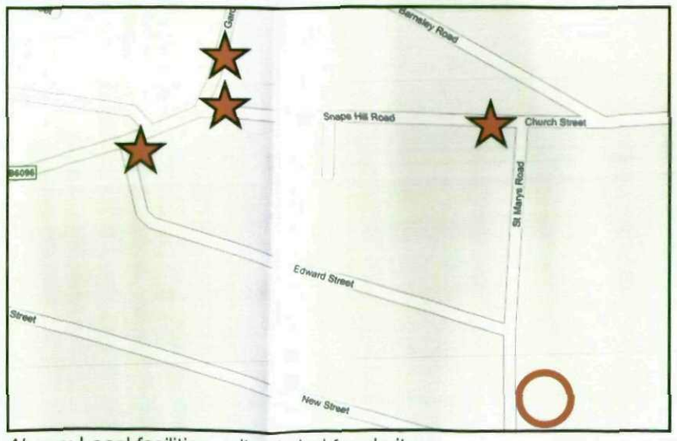
With respect to access to the site by private vehicular means; the proposed access onto Mary Lane provides a visibility splay greatly in excess of required standards and gives on to a dedicated car parking and servicing area to the centre of site. 12 parking spaces are provided for the 10 proposed dwellings (a ratio of 1.2: 1) and which provides for one car parking space per property plus two non-designated additional spaces which may be used by the occupiers or visitors.

With regards to walking and public transport, the site is located in relatively close proximity to the shops and local facilities at Snape Hill Road and Garden Street and the primary bus corridor at Nanny Marr Road.

Bus services from Nanny Marr Road have a transit time to Barnsley Centre of less than 22 minutes and other services on this route provide easy access to Rotherham, Doncaster, Robin Hood Airport, Swinton, Mexborough and the majority of smaller communities in the local area.



Above: 12 parking spaces are to be provided for the proposed 10 new dwellings - a ratio of 1.2 per unit



Above; Local facilities - site circled for clarity

Appendix 1:
Primary Contacts

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