

Design and Access Statement
Proposed Two Houses
Grove Street
Worsbrough
Barnsley

ANDY CUDWORTH ARCHITECTURE

35 HOPWOOD STREET, BARNSELY, S70 2BS

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DESIGN

OUTLINE OF THE SITE

This site is approximately a square area of vacant land with a steep rise from the front to the rear of the site. Housing has been previously approved for two identical dwellings on the site. However this approval has now lapsed.

The site fronts onto Grove Street. The street is generally made up of detached houses with off-street parking and further down the road of terrace and town house properties with on street parking.

The site is 468 sq/M in area and lies within an area designated by the local authority for housing development.

SITE DEVELOPMENT POTENTIAL

As the site is in a well established housing area, only housing use has been explored, as other uses would be considered detrimental to the existing neighbours.

USE

It has previously been established that housing use is most appropriate.

AMOUNT

The amount of development has been designed so that it reflects the density of those surrounding properties.

The size and scale of the dwelling is designed to be in keeping with those in the locality and within a size of dwelling that makes sale prices for the dwellings economically viable given the local real estate prices and local consumer housing requirements.

LAYOUT

The width of the site is 22.5 metres. It will therefore comfortably accommodate two such houses. The depth of the plot is also generous by today's standards and will accommodate the dwellings and provide rear garden private amenity space which meets planning guidance.

The siting of the dwellings has been considered to take into account minimum overlooking distances and these standards are comfortably met.

The aspects of the dwelling is designed to be front and rear facing to give outlook into the street scene and also from the main living room into the private amenity space. Having these aspects allows for adequate outlook into such areas so as to provide security to both the private and public spaces.

The parking is provided to the front to give the minimal amount of disturbance to adjoining owners

SCALE

The material, shape and scale of windows and doors have been chosen to match the traditional scale of those in the neighbourhood. The size of the proposed dwelling is also of a modest scale for dwellings in this street, as they match the characteristics of other properties in the street.

LANDSCAPING/AMENITY SPACE

There is no existing landscaping of the site of any valuable public interest. The main areas of the site are overgrown with of untended grass. It is proposed that the front areas be paved with permeable blocks to the front entrance doors.

The sides of the house will have 1000mm wide footpaths leading to the rear of the property. The rear gardens will be left to lawn with no other landscaping proposed, so that occupiers can tailor the landscaping to their own needs/preferences.

Private amenity space (rear garden only) is 90 sq/M or more.

APPEARANCE

The dwelling is generally designed within the constraints of the existing dwellings in the area. However subtle elements in the design are employed to give the property a certain amount of individuality and identity.

The external walls are to be in brickwork with contrasting panels of render and cedar cladding. Plain grey concrete tiled roofs.

ACCESS

Two car parking spaces are included to the front of each dwelling, including the garage space.

The site will be accessed, both for vehicular and pedestrian from a private drive off Grove Street.

Access into and around the interior of the dwellings will provide movement that complies with standards as set out in current building regulations legislation part M. There will be no access constraints to living areas with regards social, ethnic and mobility positions. Access to the site will not prejudice any particular group in this case.

Public transport links in the area are good. There are numerous local bus services which can be accessed at nearby bus stops within 200m. These bus routes serve access to nearby local amenities/services and Barnsley and Doncaster town centre, from where local and national services can be utilised. Road links are good, with the M1 and A1 within 10 minutes drive.

Local roads are in good repair and vehicular access to the site from main roads is very good. No specific climatic disadvantages are envisaged due to seasonal conditions, as vehicular access is not detrimentally compromised in this way.

The following policy has been consulted in relation to this proposal, however this is not an exhaustive list.

Relevant sections of the Core Strategy within the Local Development Framework.

Namely...

Sustainable Development

CSP1 Sustainable Development

The Location of Development

CSP3 The location of development

Meeting People's Needs

CSP27 The number of new homes to be built

CSP28 The distribution of new homes

CSP29 Affordable housing

CSP30 Housing Market Regeneration

Local Character

CSP35 The Historic Environment

CSP36 Development in rural areas

Improving the Quality of Design

CSP38 Design

Green Infrastructure and biodiversity

CSP40 Green Infrastructure

CSP41 Protection of Green Belt

CSP42 Green Space

CSP43 Biodiversity and Geodiversity

CSP44 Landscape Character

Climate Change

CSP45 Climate change

CSP46 Flood risk

Waste and Recycling

CSP50 Waste and recycling

Date...20/12/13..... Signed.....A Cudworth...