

Design and Access Statement

Proposed pair of semi- detached houses

Site at
Earlsmere drive
Ardsley
Barnsley

Site of former Car park and garages.

For
SILKSTONE Developments

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DESIGN

OUTLINE OF THE SITE

The site of approx 820 sq. metres currently has a block of 5 out dated lock up garages on the site, and a number of badly maintained car parking spaces. In more recent years this area has been neglected and is in need of an upgrade.

The site has a good frontage along Earlsmere Drive, The land to the rear is steeply sloping down towards Doncaster Road and is Quite heavily wooded with self seeded trees . The principal aspects of any proposed dwellings will be sideways and the Planning department have commented that the elevation to the frontage should be of a symmetrical nature,

There is an existing pavement crossing as access to the site which may need minor adjustments to accommodate the proposals.

The site lies within an established housing area. The properties in this area comprise of Stone or brick and tile built , detached, mews and terraced dwelling , many with gabled roofs and render features to the front elevations.

SITE DEVELOPMENT POTENTIAL

The land as already mentioned could be developed only one way, by a higher density of dwelling in the form apartments or a density in keeping with the neighbourhood in the form of two dwellings. The latter is the preferred option for two main reasons. On this particular site anything greater than two storeys would not be in keeping with the street scene and therefore lead to a potentially detrimental scheme. Also the area does not lend itself economically to the formation of apartments. It is accepted the best aspect would be sideways. Therefore it would be appropriate to have dwellings that keep a congruent look in the street scene. This could be achieved by a pair of semi-detached houses. The site is quite large and therefore would easily accommodate two semi-detached dwellings and a re-placement block of 5 new garages wider than the existing ones to facilitate today's wider vehicles.

USE

The use of the site is already deemed residential according to the current U.D.P. being classed as housing Policy area. Therefore further uses have not been explored in this instance.

EFFECTS ON SURROUNDING PROPERTIES.

As the proposal is for domestic dwellings that are designed within local planning criteria, there would be no undue effect on neighbours. the

SCALE

The design of the proposed houses is of a traditional domestic scale and in keeping with sizes and proportions of properties in this area.

The material, shape and scale of windows and doors are of a scale that are in keeping with local properties.

LANDSCAPING

The existing site would be cleared and all current landscaping removed. The site has a gradual fall to the right hand side looking from the road, but any excavated material will be accommodate in this fall. Upon completion garden areas will be simply laid to lawn with two feature / specimen trees to the front garden. The fence offering privacy to the rear gardens will allow a shrubbed area to the back of the footpath which would soften the boundary..

There will be 600mm high brick walling to the front gardens and 1600mm high brick pier and fence infill panels to the rear private gardens. It is envisaged that a picket fence to the side of the parking areas would provide a notional boundary and still offer the visibility from the windows for security purposes

ACCESS

The site will be accessed, both for vehicular and pedestrian by private drive at the west side of the site. Each dwelling will have it's own parking spaces, with a pedestrian access to the front door.

There are no special circumstances or requirements with regards to road layouts.

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

The new block of garages will be sited at the western side of the site and electrical door operation will be utilized

Public transport links in the area are good. There is a regular bus service accessed within a 100 metres of the site providing transport links with the major transport interchange. There is the Midland Mainline rail network accessed from nearby Barnsley railway station. The site lies within 1 mile of the M1 motorway

Local roads are in good repair and vehicular access to the site from main roads is very good.

Date.....

Signed.....