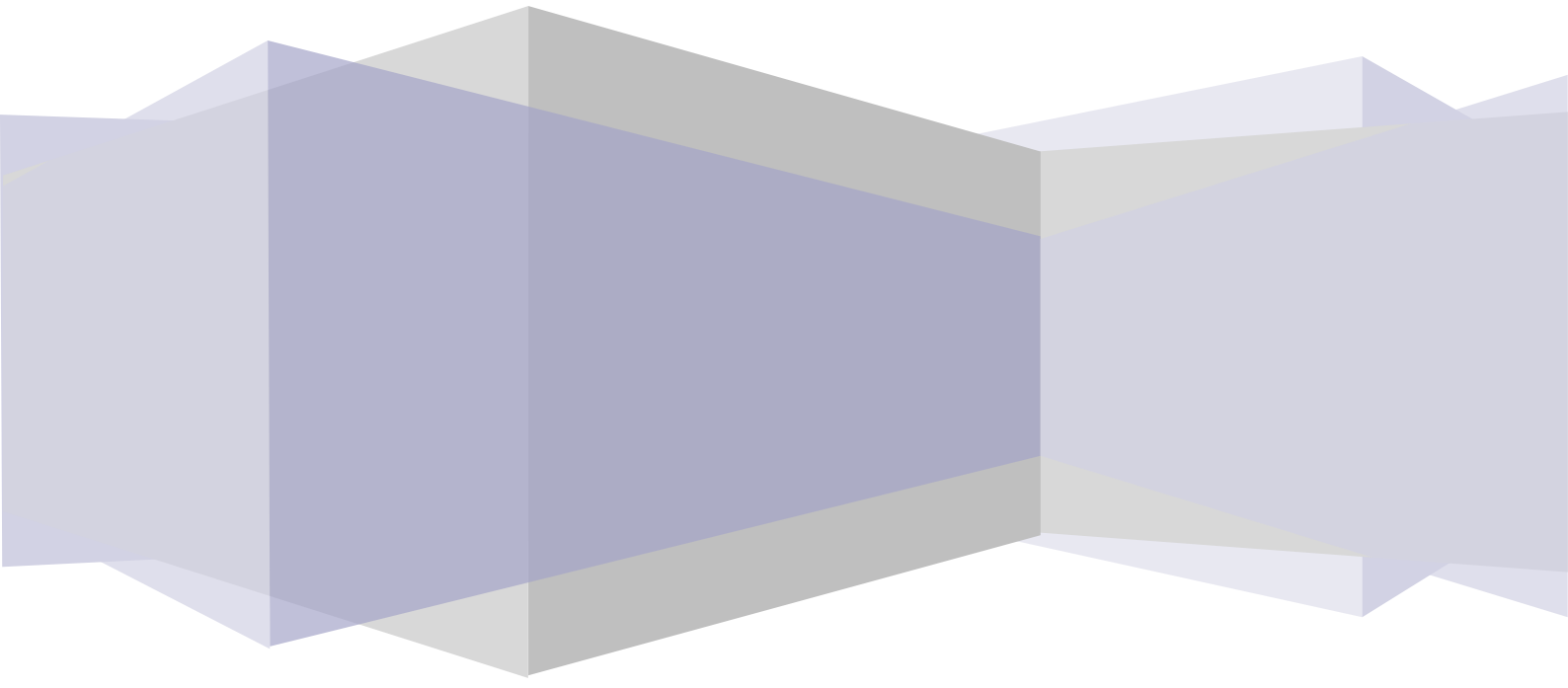
Prepared April 2011

Design & Access Statement

Proposed Development at The Masons Arms
Thicket Lane, Worsbrough, BARNSLEY

Prepared By The White Agus Partnership

For Mr John Birkin



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1.0 – BACKGROUND

- The application is a Full Town & Country Planning application for the demolition of the existing Public House and the erection of five town houses with associated works including car parking
- Car parking is to be provided within the development.
- Preliminary enquires were made to Barnsley M.B.C. Planning Department and the advice provided is given below:

The site is located within an 'Other Shopping/Commercial Area' as allocated within the Unitary Development Plan Proposals Maps; however, it does adjoin a Housing Policy Area to the North, East and South. The site is not ideal for residential development as it is located on a corner plot adjacent to two busy roads, faces a car lot and backs onto a large blank side wall of a convenience store.

However, the existing building on the site was a public house which is currently vacant and in need of some repair. The proposed development could potentially improve the visual amenity of the streetscene in this prominent position. Therefore, in principle residential development on the site is acceptable, subject to the scheme adhering to local and national policies and guidelines.

From looking at the proposed scheme and visiting the site, I have the following comments.

- *It would be preferable if the dwellings were set back on the plots so that access is not directly from the entrance onto the footpath. It is acknowledged that the depth of the site is quite tight but a small enclosed area (i.e. dwarf walls or railings) to the front would be sufficient.*
- *The design of the 4 identical townhouses is acceptable, however, the small set back end property does not harmonise with the rest of the row. In any case highways have raised concerns that the smaller property would be built on adopted highway. They believe the area up to the existing side elevation of the pub is part of the footpath and the proposed development should not project beyond the existing side elevation. Therefore, the 5th property should be omitted. If the deeds show otherwise let me know and I will re-consult highways.*
- *The side elevation (South West) of the end dwelling is also important as it would be on a prominent corner plot. A blank gable should be avoided and design detail and visual interest added. On a similar note the boundary treatment adjoining High Street is also important from a visual point of view. Close boarded timber fence should be avoided; a brick wall with infill panels or railings would be preferable.*
- *From a highway safety point of view our highways department have no objections in principle. The parking court would be located on the existing pub car park and no new access point created.*

2.0 – THE SITE

2.1 - GENERAL

- The site lies within the administrative area of Barnsley.



- The site is situated at the junction of Thicket Lane and High Street.
- The property was previously a Public House that has ceased trading.
- The majority of the site is currently occupied by a large two storey building which fronts Thicket Lane. This building has been extended over its lifetime and until a few years ago traded as a Public House.
- High Street is to the west of the site with Thicket Lane to the south
- A retail store is immediately to north of the site
- There are traditional terraced properties opposite the site on High Street
- To the east of the site are traditional semi-detached dwellings.
- Opposite the site to the south is a car sales business and semi-detached dwellings

- The eastern section of the site served as car parking for customers of the Public House



VIEW OF SITE FROM THICKET LANE

- Public transport links to Barnsley Town Centre are close by.
- The site lies within an established residential area .
- The site is not identified by the Environment Agency as an area where flooding is a risk.
- The adjacent buildings are not listed and the site is not within a conservation area.
- The existing access to the site is from Thicket Lane.

2.2 – LOCAL AMENITIES

- The site is situated within close proximity to local shops and amenities.
- The site is highly accessible by a range of transport other than by private car, including buses and walking. There is a bus stop in close proximity to the site well served by a number of services.

2.3 – ADJACENT PROPERTIES

- The buildings adjacent and within the vicinity of the site are a mix of styles, all of a traditional nature with no predominant theme.

2.4 – SITE TOPOGRAPHY

- The site slopes down in a south westerly direction

3.0 – THE PROPOSALS & DESIGN CONSIDERATIONS

- In line with the advice provided by The Planning Officer the scheme incorporates the following:
  -Buildings have been set back from footway
  -Low wall provided to site frontage
  -Scheme amended not to encroach on land beyond the Applicants ownership.
  -To the gable facing High Street a blank gable has been avoided and design detail and visual interest added
  -Parking has been provided on the existing car park and existing access retained
- The new entrance will also provide pedestrian access to the rear of the proposed terraced houses.
- Care has been taken to ensure that habitable windows are positioned to maintain privacy to neighbouring properties.
- The size and accommodation proposed for the proposed dwellings is considered appropriate for the location when assessed in relation to other residential developments in the locality and market forces.
- 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.
- There will be no significant overlooking of adjacent residential properties as a result of the proposed development.
- The size and location of openings has been determined with full regard to the scale of building, orientation of accommodation.
- 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 scheme was governed by the location of the proposed access, existing building lines and separation distances to surrounding dwellings
- The position of car parking, walls and fences has been determined to ensure that they do not obscure windows or doors.

4.0 – ACCESS

4.1- ACCESS

- The site is at an accessible location within Worsbrough. Its proximity to, and convenient walking distance from local services within the village, is consistent with sustainability objectives
- Access to the site will be directly from Thicket Lane.

4.2 – CAR PARKING

- 6No spaces created
- Turning provision has been made to allow vehicles to enter and leave the site in a forward gear.

4.3 – DWELLING ACCESS

- Entrance doors, and the internal layout of shops and dwellings will meet or exceed the requirements of all relevant provisions of the Building Regulations, Particularly regarding features and provisions to meet Part M requirements for disabled people and Part B in relation to fire and emergency escape and Part K regarding guarding of stairways and prevention of falling (particularly with regard to children).

5.0 – ASSESSMENT

- The proposed development will be within an existing settlement and therefore complies with Local and National policies relating to residential development.
- Dwellings of the type proposed are fully compatible with the general character of the locality.
- Significant increased overshadowing of adjacent properties, as a result of the proposed development will not be to an unacceptable level due to the separation distances between properties.
- The development of the site will not impact on land safeguarded on the UDP for other purposes.
- 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 and scale of the proposed development is acceptable in relation to the surroundings.