DESIGN AND ACCESS STATEMENT

Proposed residential development (outline application) at Wath Road, Bolton upon Dearne

Introduction

This statement has been prepared in accordance with DCLG Circular 01/2006 (as amended by the "Guidance on Information Requirements and Validation" March 2010 and the Development Management Procedure Order 2015). It should be read in association with the submitted planning application for the proposed development.

It is proposed to clear the existing derelict buildings from the site and to develop it for housing. The application is in outline with all matters reserved for subsequent approval.

The Application Site

The application site is located on the southern side of Wath Road between nos 9 and 23. Its last previous authorised use appears to have been a dwelling and haulage depot.

The area around the site is predominantly residential in character. There is older terraced housing along Wath Road to the west and more modern housing immediately to the east and south. There is also housing on the northern side of Wath Road generally at a lower density than that which is characteristic of the southern side of the road.

Planning Policy

The development plan for this area consists of the Core Strategy of the Local Development Framework adopted in 2011 and the saved policies of the Barnsley Unitary Development Plan adopted in December 2000.

The policies relevant to this proposal are as follows.

Core Strategy

Policy CSP1 relates to climate change and states that the Council will take action to adapt to climate change by giving preference to development of previously developed land in sustainable locations.

Policy CSP8 gives priority to development in urban locations including the Dearne Towns.

Policy CSP14 promotes a broad mix of house size, type and tenure. It also sets out a minimum density of 40 dwellings per hectare rising to 45 dwellings per hectare in good public transport corridors.

Policy CSP29 requires high quality design that respects takes advantage of and enhances the distinctive features of the district including townscape character.

Unitary Development Plan

The site is shown as being within a housing policy area on the UDP proposals map.

Policy H8 requires that housing policy areas should remain predominantly in residential use.

Policy H8A requires that the scale, layout, height and design of all new dwellings within existing residential areas should ensure that the living conditions and overall standards of residential amenity are provided or maintained to an acceptable level for new and existing residents.

Policy H8D allows for planning permission to be granted on infill sites within existing residential areas where the development would not result in harm to the local environment or amenities of existing residents or create traffic problems.

The development will be designed to be in keeping with these policies.

National Planning Policy

The National Planning Policy Framework sets out the government's national policies for the planning system and may be a material consideration in considering individual proposals. The Framework sets out a presumption in favour of sustainable development. To achieve this there are a number of requirements for the planning system including to have a social role by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment with accessible local services (paragraph 7). Paragraph 9 also sets out a number of criteria for pursuing sustainable development, which include widening the choice of high quality homes.

Use

The proposed use of the site is to develop it for residential purposes. This use is in keeping with the residential character of the area and the principle of a residential use here has already been accepted by the allocation of the site within a Housing Policy Area.

Amount

The application is in outline and the number of dwellings has not been determined at this stage. However it is intended that the development will be of a minimum density of 45 dwellings per hectare as the site is within a sustainable location.

Layout

The proposed layout of the site is reserved for subsequent approval but any layout will ensure that all properties have an adequate garden area and off street parking space. It will also ensure that all the new properties have adequate standards of privacy and outlook and that the privacy of adjoining dwellings is not compromised. The access to the site will be from Wath Road.

Scale

The application is in outline and the exact scale of the dwellings has not yet been determined. They will however be two storeys in height and of a similar footprint to those in the surrounding area.

Landscaping

The site is currently a brownfield site occupied by buildings and hard surfaces although there are trees on an adjacent plot that overhang the site. The layout will be designed to avoid

damage to these trees. The garden areas to the proposed dwellings will be seeded and planted with landscaping details submitted as part of any detailed application.

Appearance

The application is in outline and no details of the house types and their appearance are available other than they will be two storey dwellings. In considering any detailed proposals the design and materials will be chosen to be in keeping with adjoining development. The frontage of the site is prominent in views from Wath Road and the construction of modern dwellings will provide a significant improvement to the current appearance of the site. The rear section of the site is set back from adjoining highways and screened by existing dwellings which will ensure that this part of the development is not prominent in the appearance of the area.

Sustainability

The detailed design of the dwellings has not yet been drawn up and it is therefore not possible to specify what type of sustainable features will be incorporated into the design.

The site is in a sustainable location with a bus service along Wath Road, a station within walking distance and local facilities including a local shopping centre on St Andrews Square also within walking/cycling distance.

The site is within Flood Zone 1 and being a previously developed site with buildings and hard surfaces its development would not increase flood risk elsewhere in the vicinity of the site.

Context

The proposed use of the site for residential purposes has taken full consideration of the context of the site within an established residential area. Any subsequent detailed scheme will ensure that the design of the scheme is in character with the adjoining area and will provide a well-designed development that adds to the availability and choice of housing in this area.

Access

The site is in a sustainable location with easy access to local services and facilities. There is a small shopping centre on St Andrews Square and a recreation ground on the northern side of Wath Road both within walking/cycling distance of the site.

There are regular bus services along Wath Road with bus stops close to the site frontage which provide a link to nearby towns and villages and to Rotherham and Barnsley. There is also a station in Bolton upon Dearne within 600 metres of the site which provides direct services to Sheffield and Leeds where there are a wide range of facilities and also allows for onward travel to more distant locations by bus/coach/train.

Future residents on the site would not be reliant on the private car for transport.

Access is reserved for subsequent approval but this will be provided by constructing a new access into the site from Wath Road.

The detailed layout within the site when submitted at detailed stage will provide sufficient off street parking and turning space.

The access arrangements for the dwellings will be provided in accordance with Part M of the Building Regulations.

Conclusion

In view of the above statement together with the details included in the planning application it is hoped that the Council will be able to support this proposal, which is in accordance with the relevant development plan policies and national policy guidance.