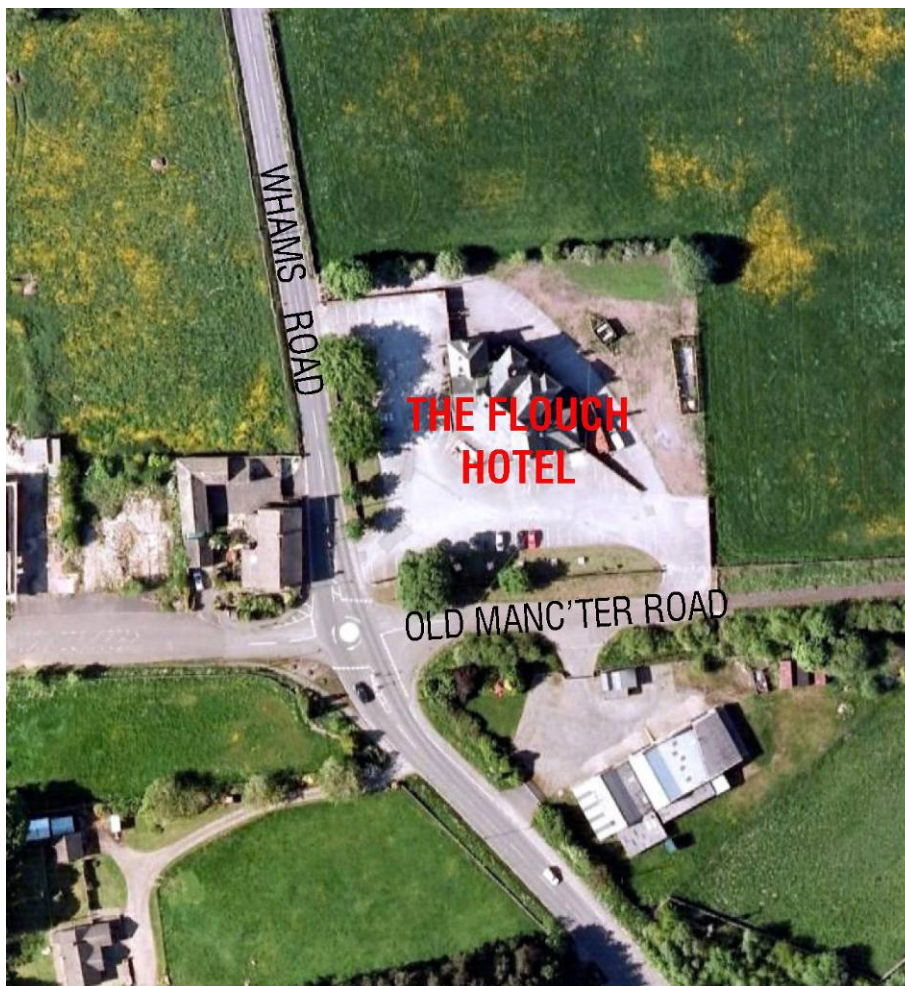
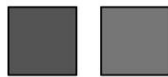


**Proposed Residential Development
The Flouch Hotel
Whams Road
Hazelhead
Sheffield
S36 4HH**

Ref: 11.17
Date: February 2012
Version: 01

DESIGN AND ACCESS STATEMENT



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1.0 Introduction

- 1.1 This statement has been prepared in support of an application for Full Planning Permission for the works which is similar to an earlier scheme granted planning approval on 6 May 2011 ref: 2011/0223.
- 1.2 The proposals involve the removal of the existing building, The Flouch Hotel, and the construction of five link detached dwellings in a vernacular courtyard arrangement.
- 1.3 The existing building is a substantial former Public House, Hotel and Restaurant constructed in 1944 as a 'Road House' to cater from passing trade and holiday traffic using the busy A628 and ideally located at the junction of the A616 and A628. The Public House was one of the few regular stopping off points for coaches of passengers enjoying day trips or en route to holidays on the west coast and beyond. It also catered for parties of football supporters crossing the Pennines in both directions. The large car parks and generous internal spaces made it uniquely suited to catering for large numbers of occasional visitors that would descend upon its facilities before continuing with onward journeys. Changes in travel and holiday habits saw a gradual decrease in the use of the building accentuated by the construction of a by-pass road and round-about which now leaves the premises isolated from the passing trade that it was designed to serve.
- 1.4 Several attempts have been made to diversify and offer alternative dining facilities and accommodation but all have been unsuccessful.
- 1.5 In 2011 planning permission for the demolition of the Flouch Hotel and its replacement with five dwellings was granted and therefore the principal of change of use has been established.
- 1.6 These proposals which are based upon a similar footprint to the earlier consent, seek to provide alterations to the design and layout of the scheme with a greater mix of dwellings in order to improve the layout and design of the site and appeal to a wider market.

2.0 Location

- 2.1 The site is located at the junction of Whams Road and Old Manchester Road, Hazelhead Sheffield S30 4HH. It is 170m north of the A628 Manchester Road which connects Barnsley to Manchester 9 miles west of Barnsley. A Site Location Plan is provided in Appendix A.

3.0 Assessment

- 3.1 The site has a total area of 0.57Ha, 1.4 Acres. It has four points of access, three to Whams Road and one to Old Manchester Road.
- 3.2 The Barnsley Metropolitan Borough Council Unitary Development Plan designates the site as Green Belt. The existing use is Hotel Public House and Restaurant. There is an extant planning permission for change of use to residential, ref:2011/0223 which establishes the principal of residential use.
- 3.3 The site has a natural gradient of approximately 3 metres from the highest point at the south west down towards the north eastern corner. This natural gradient has been filled to the south and west to provide level car parks and the existing building used as a retaining structure to separate the higher levels from those at the rear (north and east).
- 3.4 There are a number of existing residential properties to the west of the site fronting Whams Road and a light industrial workshop fronting Old Manchester Road to the south. To the north and east of the site is open agricultural land. The site boundaries are formed by a mix of stone walls and timber fencing, in conjunction with limited hedges to the outer boundaries and a number of mature and semi mature trees.
- 3.5 A Topographical Survey has been prepared and a copy is provided as part of the application documents which includes details of the existing site layout, boundaries and levels.
- 3.6 A Photographic Survey has also been carried out and a copy is attached at Appendix B.
- 3.7 A Tree Survey of the existing trees and hedges on site has been commissioned and is included as part of the application documents. None of the existing trees will need to be removed to permit development although one tree has been identified as potentially hazardous and is proposed for removal.
- 3.8 A Site Investigation report has been commissioned and is included as part of the application documents. The report identifies some areas of fill but no significant quantities of biodegradable materials were recorded. The report does however recommend that a 600mm thickness of clean capping including 150mm a minimum of 150mm of clean topsoil is used in garden areas where made ground is present. Strip foundation for new dwellings should be suitable taken through any fill to undisturbed ground.

- 3.9 Foul drainage from the existing Hotel discharges to a septic tank within land at the rear (east). It is then piped across the adjacent field to a watercourse. The discharge from the building which includes commercial kitchens bars and 10 ensuite bedrooms would have been considerable. The proposals will include a modern packaged sewage treatment plant to treat foul drainage from the site and utilise the existing outfall.
- 3.10 Surface water soakaway tests have not been carried out but the existing buildings and car park drain to soakaway. Proposed areas of hard surface will be reduced with the removal of the existing building and tarmac car park producing a net reduction in positive drainage. There is no anecdotal evidence to suggest that the existing surface water soakaway systems are inadequate and therefore soakaways should be suitable.
- 3.11 The site is not within an area identified by the Environment Agency as being at risk of flooding nor is it likely to lead to flooding elsewhere.
- 3.12 The existing Hotel is a large three storey building with additional attic space. To the east of the building within the car park, the height to eaves is 7.8m and 10.6m to ridge. At the rear (see Fig 1) the height to eaves is 9.9m and 12.7m to ridge. The Hotel has a gross internal floor area of 1230m² (13234sqft) which excludes the attic space.

The existing building dominates the local landscape with the rear, three storey elevation being particularly prominent from the Manchester Road to the east as shown below.



Fig 1. View of The Flouch Hotel from Manchester Road looking west.

- 3.13 Existing buildings within the area are constructed of stone with stone slate and blue slate roofing. The Hotel is constructed in stone with Westmorland Green roof tiles. Whilst the colour and texture of the stonework to the Hotel is appropriate to the location, the front elevation is constructed in walling of uneven and random coursing which is not a feature of the area. Walling to the rear elevation is evenly coursed and more suited for salvage and reuse. The Hotel includes stone surrounds to a number of the window openings which, it is hoped, can be salvaged and reused within the new dwellings. Inert demolition materials that cannot be reused will be crushed on site and used for hardcore. The window proportions and fenestration of the existing building are not generally in keeping with the style of local vernacular buildings and the new dwellings should be designed with simple window and door openings that are in keeping with traditional buildings within the area.
- 3.14 The proposals for redevelopment involving demolition of the existing building require a protected species survey to be carried out. As part of the previous application submitted in 2011 a Bat Survey was provided by Whitcher Wildlife Ltd. A further copy of the report is included as part of the application documents. The report found no evidence of a bat roost. In view of the fact that works are unlikely to commence before 2013 we suggest that this report is used as evidence that a bat roost is unlikely to be present and that a further dust emergence survey is carried out prior to commencement.
- 3.15 Social and Economic Context. The existing building provides very little benefit to the local or wider community. The proposals have the opportunity to attract families to the area that are likely to use local schools at Thurlstone and Penistone as well as the wide range of other retail and leisure facilities available in the area.
- 3.16 Local bus services link the site to Thurlstone Penistone and Langsett as well as Barnsley Holmfirth Huddersfield and Sheffield. Train services are available from Pensitone which also provide links to the wider area.

4.0 **Involvement**

- 4.1 The proposals have been discussed with Alexander Cotton and Tony Wiles of the planning department. There was general support for the redesign of the scheme and layout of dwellings based upon the footprint of the extant planning consent.
- 4.2 In terms of position and scale the proposals have a lesser impact on local residents to the proposals previously approved and therefore further consultations with local residents have not been carried out.

5.0 Evaluation

- 5.1 The suitability for residential redevelopment of the site has been established by the extant planning consent. The current proposals follow a very similar footprint to that previously approved. The floor levels of the new dwellings have been reduced to suit the natural ground levels of the site therefore also reducing the scale and mass of the buildings and allowing them to sit more comfortably into the landscape.
- 5.2 The total area of the existing site is 0.57Ha. A large proportion of the site, 0.25Ha is undevelopable and comprises the majority of the frontage car park which is to be returned to grassland. The remainder amounts to 0.33Ha which is developable. This would normally be suitable for a total of 10 dwellings at the recommended density of 30/Ha. This is not appropriate to this location and 5No dwellings with garages and a much lower density of approx 15/Ha is proposed.
- 5.3 The proposal for 5 dwellings is below the threshold of 15 dwellings which would qualify for an affordable housing requirement.
- 5.4 The gross internal floor area of the existing building is 1230m². The area of the buildings currently approved is 1068m² and the area of the current proposal is 988.6m². The current proposals represent a 20% reduction of the floor area of the existing building. A block plan is included at Appendix C which illustrates the comparative footprints of the existing building and proposals.
- 5.5 The reduction in the floor area, scale and mass of the proposed dwellings which includes two storey and single storey interlinked buildings of domestic proportions will allow the proposals to make a positive contribution to the openness of the green belt.
- 5.6 The existing primary access is located on the mini roundabout at the junction of Whams Road and Old Manchester Road. It is proposed that this, together with two other access points are closed and a new access is formed at the midpoint of the southern boundary to Old Manchester Road to serve the development. At this point there is a 5.0m wide verge and no restrictions to visibility. There is an access to the Light Industrial Works opposite but the road does not extend beyond the eastern site boundary, has very low traffic use and good inter-visibility such that it will not lead to a reduction in highway safety. A further access at the northern end of the Whams Road boundary will be retained for occasional access for maintenance to the landscaped area.

- 5.7 The proposed access is in a similar position to that previously approved and makes provision for manoeuvring of refuse and service vehicles on site. Bin collections will be from the edge of the kerb within the turning area. Whilst the road and turning area will be designed to accommodate service vehicles it will remain private.
- 5.8 The Tree Report prepared by James Royston Arboricultural Consultant identifies one tree that should be removed. T4 at the north western corner of the site is said to be potentially hazardous and we therefore propose its removal. Replacement planting has been considered as part of a landscaping proposal submitted in support of the application for Full Planning Permission.
- 5.9 The Protected Species (Bat) Survey prepared by Curious Ecologists concludes that there was no evidence of roosting bats found on site. The report does recommend that bat boxes be erected on site, and due to the fact that the building may be used by nesting birds, demolition works are to be undertaken outside the bird breeding season.
- 5.10 Foul drainage will be treated by a new Klargestar Bio-Tec 4 Aerated packaged sewage treatment plant to serve the site. This system is design for 4/5 dwellings, up to 25 persons and is subject to further detailed design and Environment Agency consent prior to installation. The existing septic tank will be removed. The existing outfall pipe which leaves the site in an easterly direction will be retained and used as outfall to the watercourse.
- 5.11 Surface water drainage will be designed with due regard to SUDS and discharged into the ground via soakaways subject to percolation tests in accordance BRE Digest 365.
- 5.12 The site is not within an area identified by the Environment Agency as at risk of flooding. It is not located close to any watercourses or underground culverts. The site is not at risk of flooding and there is no risk that the development will cause flooding elsewhere.
- 5.13 The site is unlikely to be subject to contamination. A site investigation report has been prepared by Eastwood and Partners and is included as part of the application documents. This show that the site was undeveloped prior to its construction around 1944 and no significant contamination has been recorded. As a precaution the report recommends that areas of made ground should have a capping layer of 600mm which should include a minimum of 150mm of clean topsoil within gardens.

6.0 Design

- 6.1 Drawing No P1 Site plan illustrates the proposed development which involves the demolition of the existing building and erection of five dwellings with garages.
- 6.2 Drawing No P4 shows sections through the site to illustrate a comparison in height and scale between the existing building and the proposed dwellings. It shows how the ground levels will be reduced to more natural levels avoiding the build up originally created by the level car park and split level building. The new dwellings will sit into the landscape in a more natural form without the need for extensive under-building.
- 6.3 The proposed dwellings are a mix of two storey dwellings with single storey garages. They will have a typical height of 5.0m to eaves and 7.5m to the ridge. There is an attic within Unit 1 which is wholly within the roof space. The floor area of the attic and the garages has been included within the figures below.
- A. Unit 1 – 295.1m²
 - B. Unit 2 – 234.6m²
 - C. Unit 3 – 146.3m²
 - D. Unit 4 – 146.3m²
 - E. Unit 5 – 166.3m²
- Total 988.6m²**
- 6.4 The layout takes the form of traditional courtyard of stone buildings and cottages of narrow span and wide frontage under pitched roofs between 35 and 40°. The building form is common to the area, where farm buildings are constructed in close proximity to the principal farmhouse, providing sheltered accommodation for stock and produce. The development repeats this configuration providing an inner courtyard space for access parking and circulation with two storey and single storey buildings combining to create a traditional and attractive group in the vernacular style.
- 6.5 Unit 1 has been designed as the principal 'Farmhouse' at the head of the access road creating a focal point to the scheme. The remainder of the dwellings are designed as a range of barns/outbuildings (Unit 2) and cottages (Units 3 4 and 5).
- 6.6 Distances between new and existing dwellings far exceed minimum requirements and also exceed existing distances between the houses to the west of Whams Road and the Hotel. The lower height and scale of the proposed buildings will improve the privacy and amenity of existing residents who will be unaffected by the works.

6.7 The proposals seek to reflect the design and appearance of traditional houses, cottages and agricultural buildings within the area:

Roofs will be clad predominantly in artificial stone slates with some single storey buildings in blue slate as shown on Drawing No P3 Elevations. Unit 1 is to have gable copings whilst the remainder are to have flush gables with neatly pointed tile undercloaks.

External walls are to be constructed in natural regularly coursed stone flush pointed in grit sand lime based mortar and 'bagged off'. It is proposed that regularly coursed walling stone from the rear of the existing building will be retained and reused in the construction of the Farmhouse (Unit 1) and garage. Imported stone will be required to complete the works. Lintels and cills will be in natural stone with mullions and jambs where illustrated.

Windows are to be in white finish with a mix of sash (Unit 1), and cottage style casements (Units 3 4 and 5). Windows to Unit 2 are to be simple punched openings to create a barn style appearance and will have a dark oak stained timber finish. All windows are to be set in min 75mm deep reveals. Doors are to be a mix of white painted timber and dark oak stain. Garage doors are to have a vertically timber boarded design, manufactured in GRP with a dark oak finish and matching frame.

Rainwater goods are to be in black ppc aluminium with ogee section gutters supported on rise and fall brackets without fascias. Rainwater pipes are to be circular and fixed to stonework with brackets.

External surfaces are to be a mix of tarmac access roads, with good quality artificial stone flags, setts and gravel as shown on Drawing No P1.

Boundaries are to be constructed in stone walling to match existing, timber fencing and native hedging as shown. Existing outer boundaries of hedging are to the 'laid' and supplemented with additional planting as necessary.

Detailed landscaping proposals have been prepared and will be submitted as part of the planning application. There is no requirement to remove existing trees or hedges as a result of the development but the Tree Survey has recommended that one tree be removed due to poor condition. New planting is limited to hedges and trees to infill the existing site boundaries at appropriate positions.

7.0 Access

- 7.1 The principal access at the junction of Old Manchester Road and Whams Road will be closed prior to occupation of the dwellings. It will remain in use during the works as it offers the best point of access for construction traffic which will allow storage of materials, parking and deliveries to take place on the existing tarmac car park. It will also provide space for cleaning down of vehicles thereby reducing the risk of mud and debris being brought onto the public highway.

Two further access points at the south eastern corner of the site will be closed. A new access to serve the development will be provided from Old Manchester Road at the centre point of the southern boundary as shown on Drawing No P1.

There is a further access to the existing car park from Whams Road. This will be retained and improved as shown to provide occasional access for maintenance to the landscaped area between the development site and Whams Road.

- 7.2 Gradients within the site will not exceed 1 in 20 to permit disabled access without the need for ramps or steps.
- 7.3 The proposed access road will be private. It will be designed to an adoptable standard to allow for manoeuvring of refuse and service vehicles on site. Bin collections will be from the edge of the kerb within the turning area.

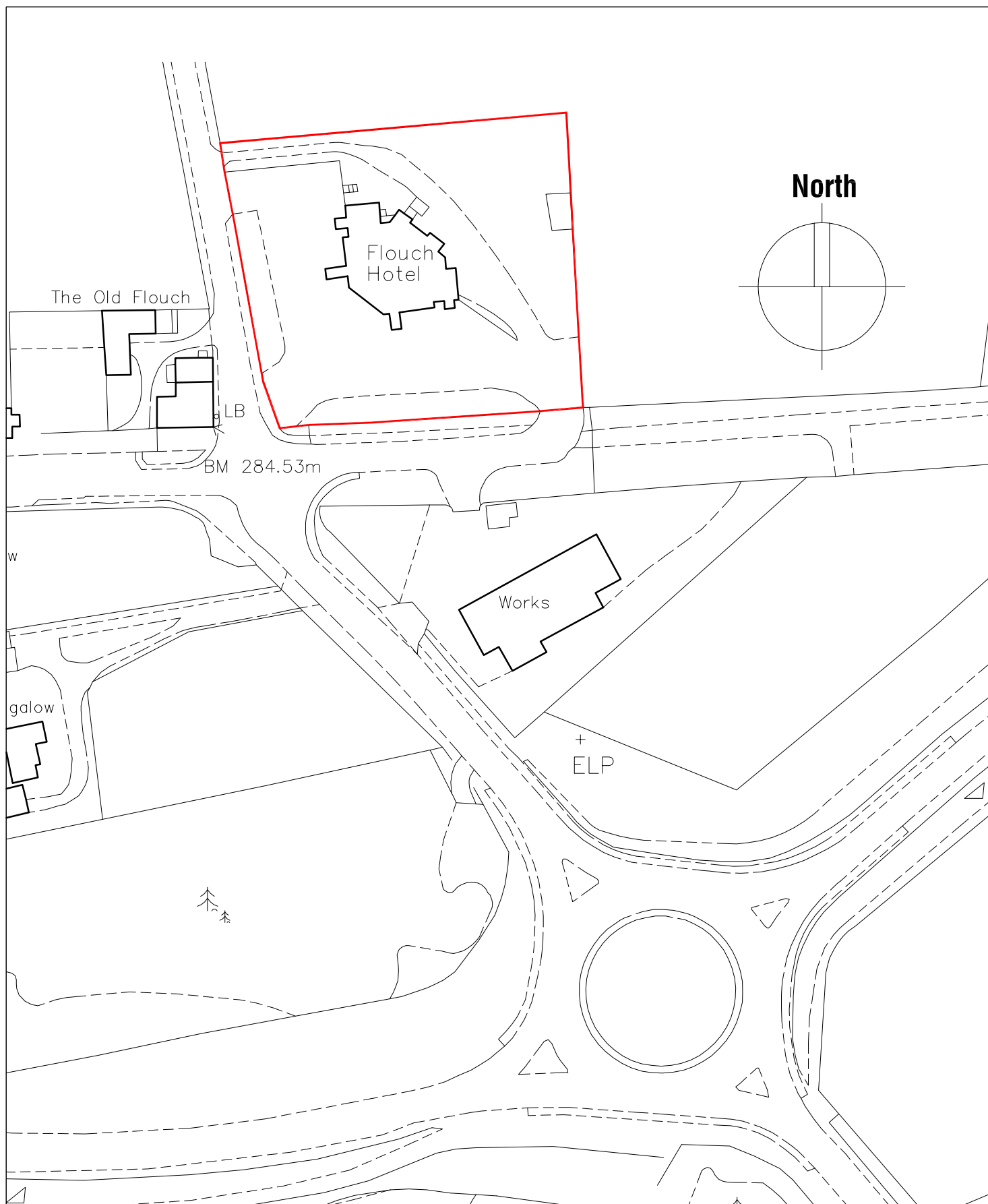
8.0 Summary

- 8.1 The proposals are to remove a large dominant, uneconomic and underused building within the Green Belt together with large areas of tarmac car park and return it to green space. The building will be replaced by a small scale development of traditionally designed dwellings around a courtyard setting that will provide a positive contribution to the openness of the Green Belt and the special character of the countryside.
- 8.2 The proposals are similar to a recent planning permission granted in 2011 which remains extant and establishes the principal of residential development of the site. They follow a similar footprint, and, by virtue of reduce ground levels and design, allow the buildings to sit more naturally into the existing landscape.
- 8.3 We look forward to receiving the councils support in respect of these proposals.

A handwritten signature in black ink, appearing to be 'M Booth', followed by a horizontal line.

Signed for MBooth Design Ltd

Appendix 1 – Site Location Plan



**THE FLOUCH INN
HAZELHEAD
NR PENISTONE**

LOCATION PLAN

Scale 1:1250

Date July 2011

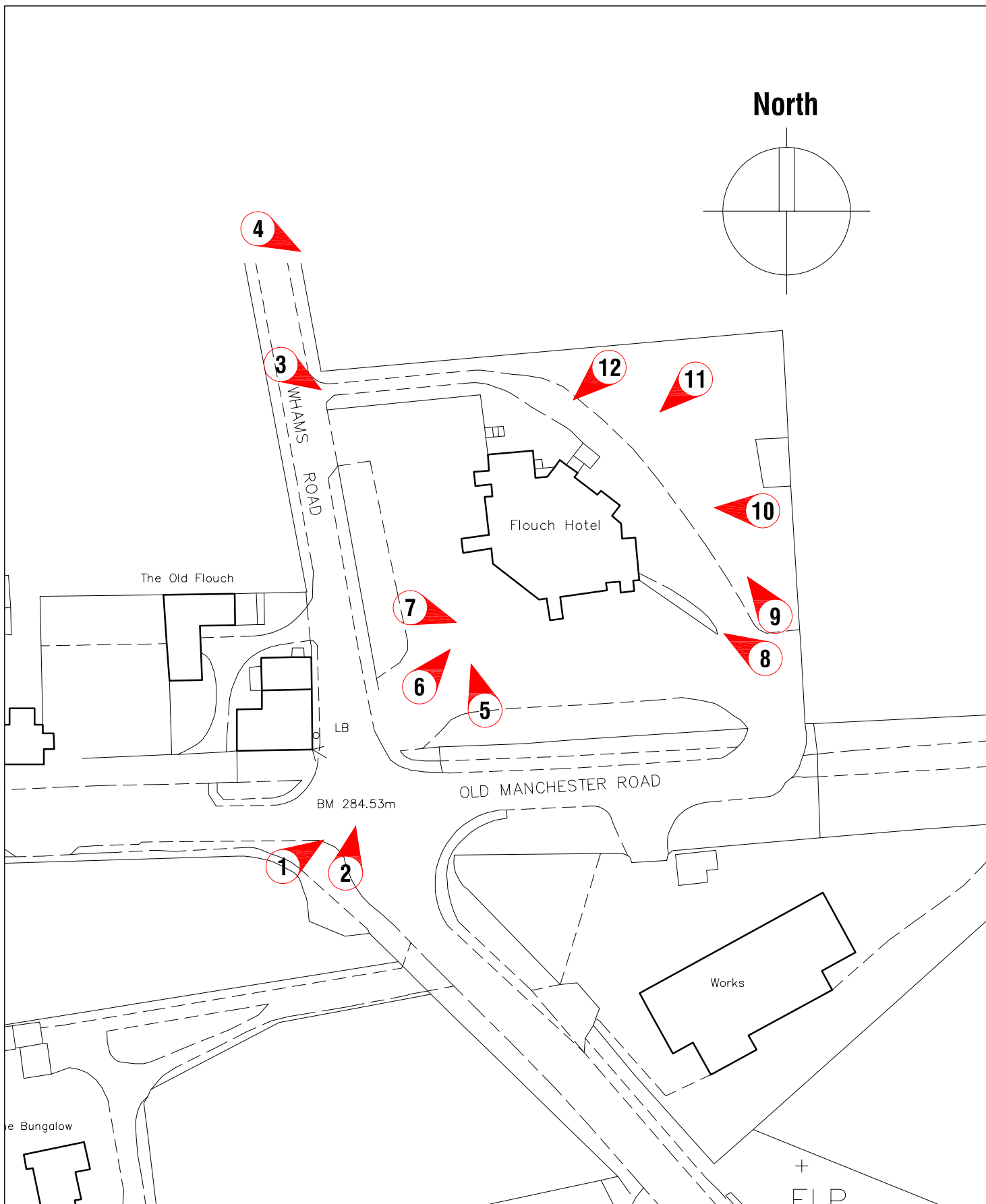
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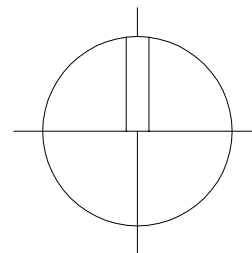
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Appendix B – Photographic Survey



North



**THE FLOUCH INN
HAZELHEAD
NR PENISTONE**

**PHOTOGRAPHIC RECORD
KEY PLAN**

Scale

Date FEB 2012

Ref 11.17

Drwg No PK1

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01. Junction of Whams Road and Old Manchester Road looking north east.



02. Whams Road looking north.



03. View of The Flouch Hotel looking from northern access to Whams Road.



04. View of northern site boundary from Whams Road.



05. Car park looking north.



06. View of Flouch Hotel from south west access.



07. Car park to south of Hotel looking east.



08. Flouch Hotel from south east access.



09. Land to rear (east) of Hotel, looking north.



10. Rear elevation - north east, looking north.

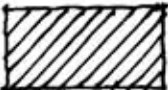


11. Rear elevation - north east, looking south.



12. Rear elevation – north, looking south west.

Appendix C – Block Plan
Footprint comparison

-  FOOTPRINT OF REPLACEMENT BUILDINGS AS PREVIOUSLY APPROVED
-  FOOTPRINT OF EXISTING BUILDING
-  FOOTPRINT OF PROPOSED BUILDINGS



**THE FLOUCH
WHAMS ROAD
HAZELHEAD NR PENISTONE
SHEFFIELD
S36 4HH**

BLOCK PLAN

Scale 1:500

Date February 2012

Ref 11.17

Drwg No **BP1**

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