

PROPOSED RESIDENTIAL DEVELOPMENT

at

**LAND AT STOCKS LANE
BARNLEY**

For

Mr & Mrs J. Farnsworth

DESIGN AND ACCESS STATEMENT

Prepared by

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1 BACKGROUND

This statement has been prepared in support of an application for the demolition of the existing building and the construction of 6 town houses.

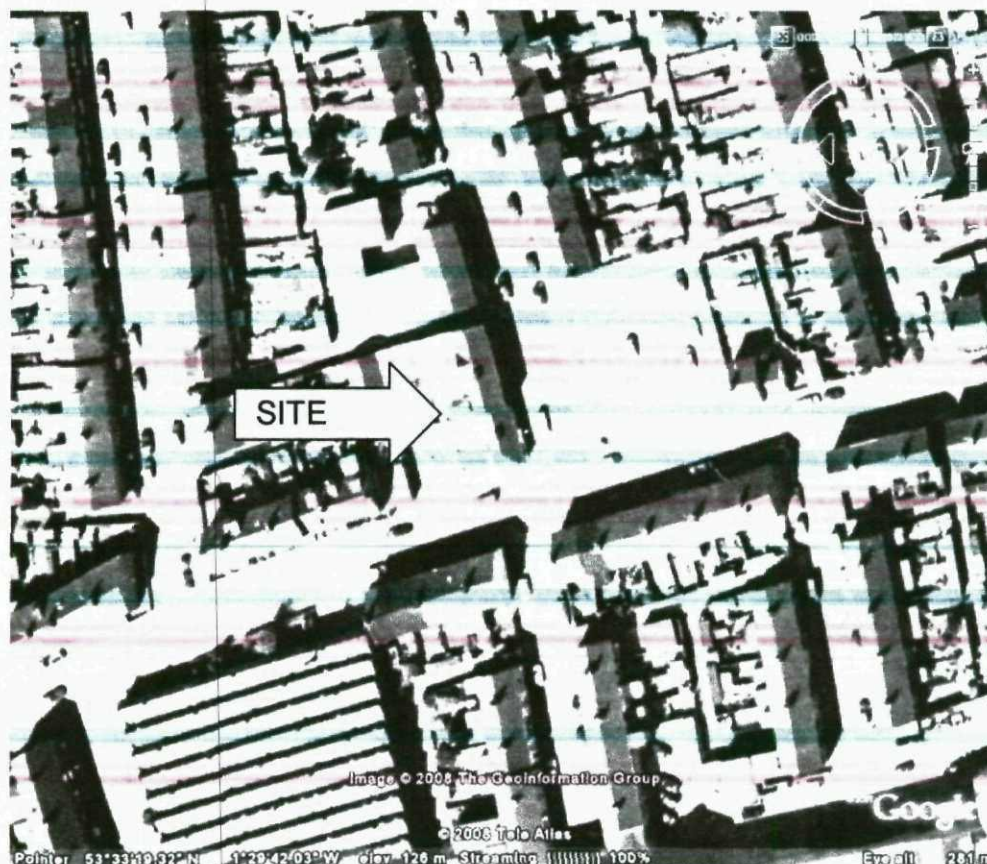
Outline Town & Country Planning approval has recently been granted for a development of 8 apartments (application ref 2007/2102)

2 THE SITE

The site is situated at the junction of Stocks Lane and Wellbeck Street about 1.5km from Barnsley Town Centre. It lies at around 125m above ADO on land that slopes gently eastwards towards the town centre.

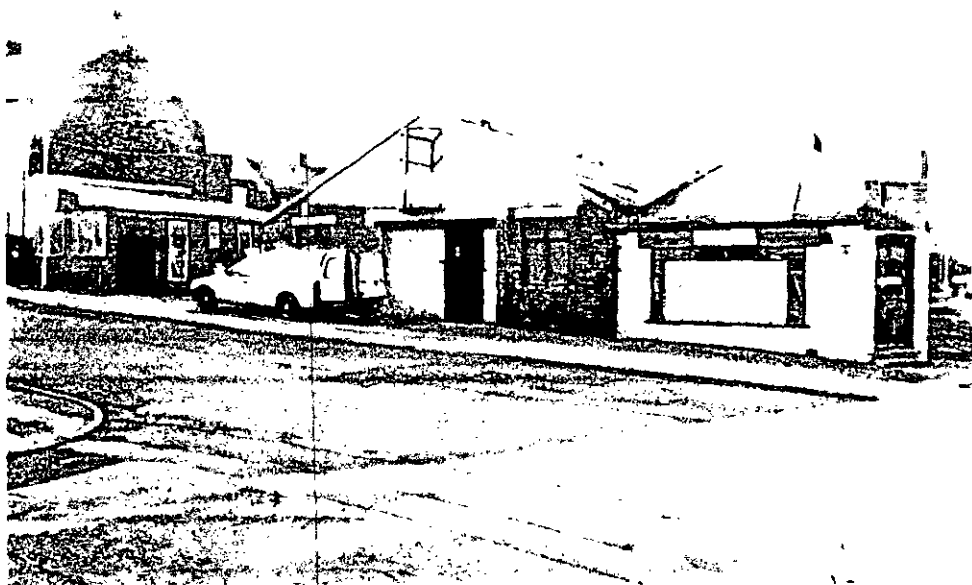
Stocks Lane forms the southern boundary whilst Wellbeck Street forms the eastern boundary. On the opposite side of Wellbeck Street to the east is a large area of hardstanding used as car parking. To the west are terraced properties and to the north is an access road with retail use beyond.

The area is predominantly residential comprising stone fronted terraced properties of traditional construction. However the area is interspersed with industrial/commercial uses.



In the recent past, developments in the immediate locality have included the replacement of industrial/commercial uses with residential properties.

The site is currently occupied by a joinery and double glazing manufacturer. The buildings are mainly brick construction.



VIEW OF SITE FROM STOCK LANE



VIEW OF SITE FROM WELLBECK STREET

With regard to potential site contamination arising from previous activities on the site, a desk study was recently prepared by Michael D Joyce Associates and submitted in support of the Outline Town & Country Planning application. The study concluded that:

- The site has been used as a bakery, tyre depot and a joinery/double glazing manufacturer. Even if major spillages had occurred they are unlikely to have had any significant effect on the site*
- Based on the past history of the site the probability of contamination being present sufficient to affect the identified receptors is considered to be low. The present and future usage is likely to be low risk in respect of pathways and receptors*
- The overall risk is assessed to be low. It is not considered that there is likely to be any immediate significant risk and an intrusive investigation in respect of contamination is not considered to be a requirement.*

The study was carried out in February 2008 and it is not considered appropriate to commission a new study. A full copy of the report is available if necessary. However if it was concluded during consideration of the Outline application that no issues were raised in regard to site contamination, resubmission of an identical report would appear unnecessary.

3 THE PROPOSALS & DESIGN CONSIDERATIONS

The area proposed for the new dwellings is 'brown field' and suitable for the development proposed. Outline Town & Country Planning approval has been granted previously for residential purposed indication that, in principal, the site is suitable for residential development.

Clearly the site is a brownfield in character and the proposal is in accordance with local and national policies in relation the building on previously developed land.

The proposed terraced style proposed for the properties, traditionally constructed is in keeping with the general style and scale of properties in the locality.

The proposals for residential development of the site as shown on the submitted proposals complies with Policy H8D in that it causes no significant harm to the local environment, and does not create any Planning difficulties.

The proposals have regard to the policies and proposals contained in the UDP particularly with regard to
Policy H4 – Residential Development,
Policy H8D – Back land & Infill Development
SPG3 – Infill Development
PPG3.

The site is within a Housing Policy Area and as such policy H8 is of particular relevance. This states that areas defined on the proposals map as Housing Policy Areas will remain predominantly in residential use.

The scheme has been designed with reference to Policy H8A with regard to the standard of design and amenity levels. The scale, layout, height and design aims to limit any adverse impact upon the residential amenity for both new and future residents.

In accordance with Policy HD8 the proposals will not create additional, unacceptable loss of privacy or nuisance due to noise, light or traffic.

The overall heights of the proposed dwellings in relation to existing, adjacent properties have been fully considered and are consistent with the relative site levels and gradients.

The size and accommodation proposed for the dwelling 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.

The orientation of main habitable room windows was determined by careful consideration of the impact upon the privacy of the dwellings immediately opposite the site on Stocks Lane.

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 development was governed by the location of the proposed access, existing rights of way and separation distances to surrounding dwellings

The layout has been considered in relation to relative locations of access routes and external circulation with accessibility and travel distances minimised where possible.

Gradients have been determined in relation to existing site topography and with regard to providing suitable access and movement around the site for disabled persons.

The architectural style complements that of the existing buildings in the locality.

Materials have been chosen that are appropriate for the location while at the same time being sympathetic to the existing buildings in the locality and the immediate surroundings

4 SOCIAL & ECONOMIC CONTEXT

Any potential for unacceptable overlooking from the development or overshadowing will not occur as a result of any of the proposed development due to the siting of the buildings and orientation of windows to habitable rooms.

Due to the modest scale of the development there will be no significant impact upon local services.

5 ACCESS

The scheme includes direct access from Wellbeck Street to parking spaces immediately in front of properties on Plots 2-6. Parking is to the rear of Plot 1 directly from Stocks Lane

Visibility along Stock Lane and Wellbeck St is good and will not give rise to any difficulties in regard to highway safety.

The access and dropped crossing will be constructed to dimensions and standards in accordance with the Highway Engineers requirements.

Both the external and internal layouts 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.

Entrance doors, and the internal layouts 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).

6 CONCLUSIONS

The proposal is within an existing residential area 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.

Any additional traffic arising from the development can be accommodated on the local highway network.

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. It is within easy walking distance of Barnsley town centre.

Because the scheme is small in scale it will not impact on the community infrastructure, services or facilities.
