PROPOSED DWELLINGS

on

SITE OF
THE ROYAL ARMS
PUBLIC HOUSE
WAKEFIELD ROAD
BARNSLEY

For

SEALQUEST LTD

DESIGN AND ACCESS STATEMENT

Prepared by

WHITE AGUS PARTNERSHIP

1 BACKGROUND

The application is for development comprising the construction of five town houses on land on the site of The Royal Arms, Wakefield Road, Barnsley

2 THE SITE

The site lies on the western side of Wakefield Road approximately 1 mile from Barnsley Town Centre.

Wakefield Road is a main route leading into Barnsley Town Centre. It is the main route from Barnsley to Wakefield, excluding the motorway link.

The site is brownfield and is occupied by The Royal Arms Public House. As part of the redevelopment of the site the existing buildings will be demolished.



The Public house has not been operating for a number of years and since its closure the building has been vacant and fallen into disrepair.

Attempts to sell or lease the premises for leisure/commercial use have failed and the property is now derelict.

Opposite the site to the east are established residential properties.
To the north is a car valeting/sales business.

There are open fields to the west with a transport depot to the south.

The main section of the existing building fronts Wakefield Road with a small hard surfaced margin that served as customer parking.



EXISTING BUILDINGS FROM WAKEFIELD ROAD

To the rear of the existing buildings is an un-kept and overgrown area.



UN-KEPT AREA TO THE REAR OF THE SITE



VIEW FROM THE SITE TO THE NORTH WEST

The site slopes steeply from Wakefield Road in a westerly direction. Details of levels and contours are shown on the submitted drawings.

3 THE PROPOSALS & DESIGN CONSIDERATIONS

The site proposed for the dwelling is ‘brown field’ and considered suitable for the development proposed. The site is situated in sustainable area and the change of use from commercial to residential is appropriate and beneficial to the general amenity of neighbouring properties.

Access to the site has been sited to the northern end of the site to avoid conflict with the nearby bus stop Further details are given below.

The contours of the site have been taken into consideration and split level dwellings are proposed as shown on the submitted drawings.

In addition the ground levels to the eastern side of the site are to be raised to provide suitable gradients to the access road and car parking. This results in the proposed dwellings appearing as two storey properties when viewed from Wakefield Road.

The dwellings have been site away from the main road to ensure privacy and minimise any nuisance due to traffic noise. The main aspect from the properties at the rear will be over open field, land designated in the UDP to remain undeveloped.

There are no residential properties that will be affected by the proposals.

The proposed traditionally constructed dwellings are in keeping with the general style and scale of properties in the area.

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 the following:

Policy H4 – Residential Development,
Policy H8D – Back land & Infill Development
PPS3

Policy H8A-The proposal complies with Policy H8A in that the scale, layout, height and design of the dwellings does not cause any significant detriment to residential amenity of new or existing residents.

The size of properties and accommodation proposed for the 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.

The size and location of openings has been determined with full regard to the scale of building, orientation of accommodation and requirements for means of escape and ventilation.

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 point, restriction due to site topography and the proximity of adjacent commercial premises..

The design of the scheme is appropriate in relation to the site, its surroundings and land use policies.

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.

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

4 SOCIAL & ECONOMIC CONTEXT

Although the existing use is for a public house there is little, if any public support for its retention and no local policies to prevent the loss of such facilities.

It should also be noted that similar sites of Public Houses on Wakefield Road are unoccupied and for sale following closure of the premises as public houses. Also 'The Woodman' has been recently demolished having failed to attract new owners willing to operate the business.

Any potential for excessive 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 orientation of windows to habitable rooms and separation distances between the proposed dwelling and adjacent garden areas.

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

It is unlikely that any jobs will be created as a result of the development other than those persons employed to carry out the building works.

5 ACCESS

Access to the development site has been developed having due regard to the guidance and advice provided in the South Yorkshire Residential Design Guide which has been developed and adopted by Barnsley Metropolitan Borough Council.

The sole vehicle access to the site is direct from Wakefield Road (A61) and is proposed in the form of a dropped crossing arrangement which is considered satisfactory to the serve the five (5) dwellings proposed.

The access is 4.5 metres wide with a hard paved margin around its edges and leads to a manoeuvring area and parking bays which will serve the development.

Individual parking spaces are available for Plots 1-5 within their domestic curtilage with dedicated bays off the access road for visitor bays are also proposed within the site.

The location of the access has been developed having due regard to the existing bus stop along the site frontage and is situated such that the use of the bus stop will not be impeded by vehicle movements to and from the site.

A separate pedestrian access from Wakefield Road (A61) is proposed which links direct to the bus stop and provides a segregated access for pedestrians away from the proposed access road, thereby maximising pedestrian safety.

Levels within the access road area have been designed to allow satisfactory surface water drainage whilst also complying with guidance contained in the Department for Transport's publication "Inclusive Mobility" and the Disability Discrimination Act 1995 along with guidance within the Council's own design guide.

It is proposed that the access road serving the development be kept private and will not be offered to the Council for adoption as a publicly maintainable highway. The access road only directly serves five (5) dwellings. This complies with the Councils guidance on the number of properties that may be served from a private drive.

Pedestrian access to the individual dwellings has been designed to comply with Part M of the Building Regulations which complements the advice previously referred to in relation to access by person with mobility impairment.

The transition between the access road manoeuvring area and the hard paved margin will be kept to a minimum by the installation of a "key-kerb" type unit which has a minimal upstand which will allow easy access by wheelchair users and pedestrian with pushchairs.

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 layout of 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 in respect to guarding of stairways and prevention of falling (particularly with regard to children).

6 CONCLUSIONS

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.

Dwellings of the type proposed are fully compatible with the general character of the locality.

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 of the proposed development is acceptable in relation to the surroundings.