

**Cypress Heights, Carlton Road
Barnsley**

3SC5
Design and Access Statement
September 2014

REV A. 02-10-14



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Appendix 1 Application Drawings



1.0 Introduction

This design and access statement is supplementary information in addition to the original statement submitted to support this material amendment submission to the full planning approval for part of a residential development to Cypress Heights, from Carlton Road in Barnsley, granted in 2004 and partially completed.

This document provides additional information and statements relating to the site and its surroundings, the identification of issues which have influenced the amended proposals and a site layout covering issues such as pedestrian and vehicular access, integration and permeability, site layout and the relationship between dwellings, pedestrian routes and car parking provision.

This development is to provide new housing for sale and/or private rent and incorporates a variety of unit types and sizes to provide balance to the existing development to meet the needs and demands locally within the area.

2.0 Location Plans

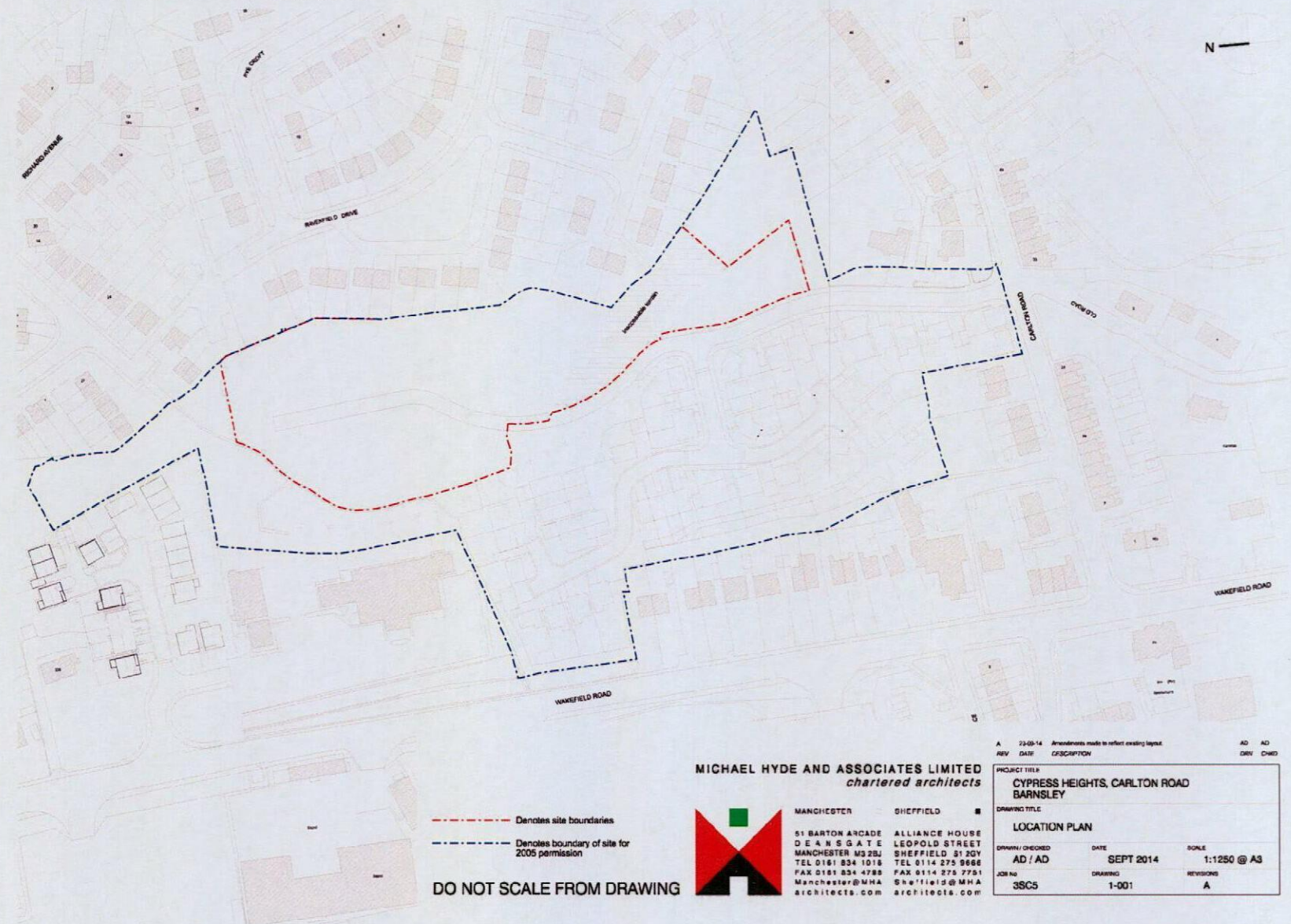
2.1 Location

The site is located within an established, predominantly residential area to the north east of the centre of Barnsley. Cypress Heights is accessed from Carlton Road, from the major A road, Wakefield Road, linking Barnsley to the south of Wakefield. The access road 'Cypress Heights' was formed during the initial development works to the site following the grant of full planning permission in 2004. The site is bound by residential properties, accessed by neighbouring roads, and also to the south, a TA centre, from Wakefield Road. Carlton Road provides major access to the neighbouring villages of Royston, Carlton and Cudworth as well as linking through to both Rotherham Road and Doncaster Road towards the east of Barnsley. Wakefield Road, provides a local key route of access to Wakefield, to the north of Barnsley, and back into the centre of Barnsley itself.

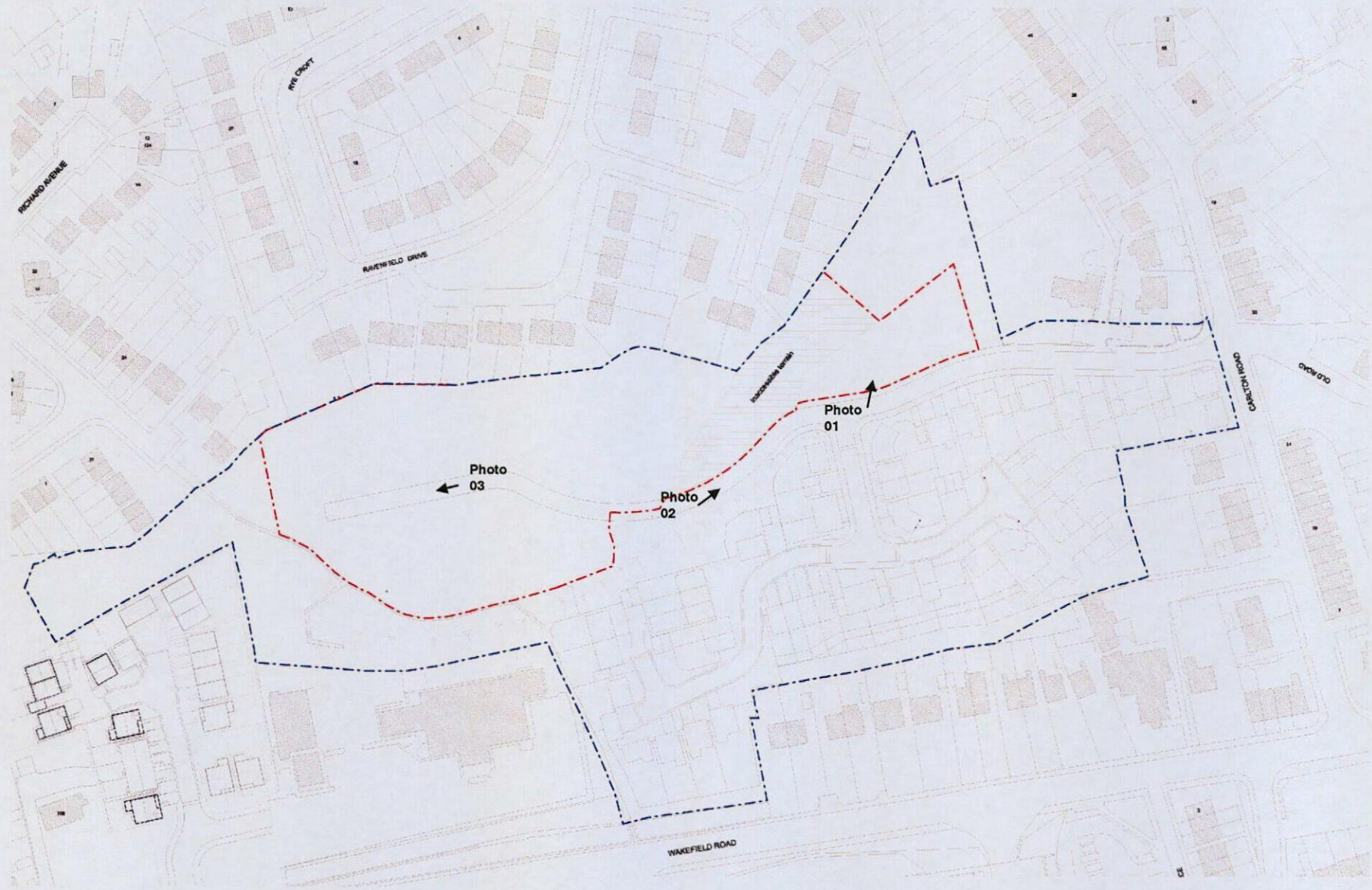
Areas of the site have been previously levelled in part during the initial works to the site as part of the overall original development plan and the majority of the significant access road has been installed. Part of the retaining structures works have been undertaken and the ground grouting works have been undertaken in accordance with the original approval site plan and properties approved. The remainder of the site is currently overgrown and has been left since the previous developers abandoned works on the site.

The location plan shows the predominant area of the remaining site, as well as a smaller area, currently accommodating the redundant previous developer 'cabin' site location, both of which are shown to be developed.

2.2 Location Plan and Red Line Boundary (NTS)



2.4 Location Plan—Position of Photographs



2.4 Site Photographs



Panorama Photo 01: The smaller current 'cabin' area, viewed from Cypress Heights access road

2.4 Site Photographs



Panorama Photo 02: South facing view from Cypress Heights access road



Photo 03: North facing view from Cypress Heights access road



2.4 General Site Photographs



Above: Facing South on Cypress Heights, viewing part of previously completed units and current 'Cabin' area from previous developers site.



Above: Properties on Cypress Heights access road part of previously completed development.



Above: Facing West on Cypress Heights access road extended into the development site, viewing part of previously completed development.



Above: Facing South on Cypress Heights access road extending into the development site.



Above: Facing North on Cypress Heights access road extending into the development site.



Above: Facing South East on Cypress Heights access road extending into the development site, viewing adjacent neighbouring properties.

3.0 Links

3.1 Transport

Pedestrian

There are a number of shops locally on both Carlton Road and Wakefield Road, including a local store / newsagents 0.5 miles to the south on Carlton Road and a larger convenience store less than 1 mile on Carlton Road, at the junction with Rotherham Road.

By Bus

The site is well served by several bus routes, with stops located on both Carlton Road and Wakefield Road. Services run directly into the centre of Barnsley and also to Wakefield from Wakefield Road. Connections are available in Barnsley to other neighbouring towns and cities such as Rotherham, Doncaster and Sheffield and Leeds further afield. Connections are also available to neighbouring villages.

By Road

Wakefield Road from Barnsley provides the main route of access into the area and links directly to Carlton Road. Other 'A' road connect locally from Doncaster, Wakefield and Rotherham. Barnsley is located closely to Junction 37 of M1 and therefore provide ease of access to major road networks. Major 'A' roads also connect Barnsley easily to Doncaster and the A1(M) to the East.

By Rail

Barnsley Interchange in the town centre is well supported by local rail networks as well as providing rail access to neighbouring cities such as Sheffield, Leeds and town of Wakefield.

By Air

Robin Hood Airport, Doncaster is the nearest airport, approximately 24 miles and 48 minutes drive away. Leeds Bradford International is approximately 30 miles and 50 hour drive away also.

3.2 Education

Nursery, infant and primary schools are all within close walking distance of the site, with St. Michael's Roman Catholic and C of E High School providing the nearest secondary school approximately 0.9 miles to the north east.

3.3 Leisure and Recreation

A local park and playground to the south east of the site provides large areas of open space for walking, cycling and playing for children. There is also access to a range of evening activities at the local schools and community centre.

3.4 Shops and Services

There are local shops, a health centre, cash points, supermarket and a Post Office all within a mile of the site. Slightly further afield on the edge of Barnsley Town Centre is a superstore supermarket and number of retail outlet shops.

3.5 Employment

There are industrial and commercial estates within 500m of the site providing local employment opportunities. Barnsley also has good connections to



Wakefield, Doncaster, Rotherham and Sheffield.

4.0 Planning Statement

4.1 National

Whilst the site was granted full permission in 2004 for residential development and this submission forms part of a material amendment, reference has been made to guidance and policy below that are of relevance or connection to the proposed amendments to the development:

PPG1 – Delivering for Sustainable Development

Sets out the government's objectives for the planning system placing sustainability at its core.

PPG3 – Housing

Seeks to achieve high quality housing, a good mix reflecting requirements and the needs of the area and to use land efficiently and effectively.

PPS6 – Planning for Town Centres

Sets out the Government's policy on planning for the future of town centres.

PPG12 – Local Spatial Planning

Sets out the Government's policy on local spatial planning, which plays a central role in the overall task of place shaping and in the delivery of land uses and associated activities.

PPG13 – Transport

Aims to promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling and to reduce the need to travel, especially by car.

4.2 The Development Plan

Regional Policy

The draft RSS is a broad development strategy for the region, setting out regional priorities in terms of location and scale of development.

Local Plan

The Barnsley Local Development Framework / Local Plan is currently undergoing assessment and it is understood to be launched for comment / assessment late Autumn 2014. However, based on current information, the site is identified as a development site as previously received full planning permission in 2004 for residential use.

H5

The Council will promote diversity of dwelling type, size, density and design throughout the borough to meet the full range of housing needs.

GS2

The council will continue to reclaim and improve derelict, disused, degraded and under used land. Priority will be given to those schemes which provide sites for new development, especially for industrial, commercial or housing purposes.

T22



New development shall be provided with no more car parking, servicing and manoeuvring space than is necessary in order to ensure that there is no significant impact upon:

- a) highway safety
- b) The local environment including amenity of local residents and adjoining land uses
- c) The vitality and viability of Barnsley town centre and other shopping and commercial centre.

T27

The council will seek to encourage walking as a mode of transport, and the design and layout of all developments will be required to take account of the needs of pedestrians.

4.3 Site Details

The site is currently a derelict brownfield site within an existing residential area in the village of Thurnscoe. The land has been vacant for some time following the completion of the remainder of the residential development for which planning was sought in 2004. The majority of ground works required to the site for the undertaking of development works has already been undertaken, including highways access.

The site is bordered by residential areas and accessed from Carlton Road to the south of the site boundary. The site is of varying topography and particularly inaccessible / steep in part resulting in areas of the site being undevelopable. The local built environment is mostly composed of semi-detached and terraced family houses. To the west of the site there is a T.A.

Centre and to the south there is a small complex of commercial and retail units on Wakefield Road.

4.4 Considerations

The site previously received planning permission in 2004 and a further amendment to the scheme in 2011, between which the scheme altered from family dwellings to flats. The remainder of the site has been developed against the 2004 permission and therefore this material amendment against the 2004 permission sets to reduce the number of family dwellings in total, providing more spacious accommodation, garden space and provide a variety of 2 and 3 bedroom units which should provide an appealing range to prospective purchasers in the area. The family dwellings will also provide a continuation of the nature of accommodation currently provided to the site in part, forming a complete family neighbourhood. The development of this site on Cypress Heights is committed to providing quality housing and a pleasant place to live.

The site was previously granted full planning permission for residential development in 2004 and this has been implemented in part by the previous land owner / developer. The approval for this part of the site was of a higher density of accommodation through the inclusion of flats and therefore the proposal as part of this submission is for a lower density at a total of 28 dwellings. The previous permission provides a precedent to support the development of the site and the density achievable.



4.5 Conclusion

The proposed mix of family housing of 2 and 3 bedroom 2 storey houses is felt to be suited to the remainder of the development which offers a mixture of 2 and 3 storey and 2 to 4 bedroom accommodation. This amendment to the overall site offers garages and off road parking to provide a safer and family orientated neighbourhood and will continue to fit well with the surrounding residential land uses.

The proposed layout has been designed to comply with the Local Plan policy and it is therefore our conclusion that this material amendment to the original full permission is in line with the planning advice for this site.



6.0 Proposals

6.1 Use

It is proposed that all buildings on the site will be residential properties, all of which will be intended to be privately sold. All the proposed dwellings have private gardens to the rear, a buffer area to the front, off road car parking spaces and some dwellings benefit from an integral single garage. There will be a small amount of landscaped space providing a buffer between the access roads and property boundaries.

6.2 Amount

It is intended that there will be 28 dwellings on the site, consisting of:

- Type A 4 x 3 bedroom 5 person houses (117m²) with integral garage (20m²)
- Type B 2 x 3 bedroom 5 person houses (99m²) with integral garage (20m²)
- Type C 2 x 3 bedroom 5 person houses (99m²)
- Type D 5 x 2 bedroom 4 person houses (74m²)
- Type E 6 x 3 bedroom 5 person houses (86m²)
- Type F 2 x 3 bedroom 5 person houses (87m²)
- Type G 4 x 3 bedroom 5 person houses (88m²)
- Type H 2 x 3 bedroom 5 person houses (88m²)
- Type J 2 x 2 bedroom 4 person houses (74m²)

Car parking will be provided at the ratio of two parking spaces per 3 bedroom dwelling and one parking space per 2 bedroom dwelling at a minimum.

6.3 Layout

One of the main practical considerations of the amendments to the proposal site plan layout was to accommodate and utilise the grouting ground works undertaken for the previous permission. Using this as guidance along with the access road of Cypress Heights through the site assisted in forming the practical layout. The remainder of the layout was considered against the levels and gradient of the site, along with forming appealing family dwellings in layout and positioning. With no street scene onto Carlton Road and only internal street aspects onto Cypress Heights itself, both existing and proposed.

The Cypress Heights access road rises and runs predominantly south to north through the site with a minor 'shared surface' area serving a small number of properties (Plots 21 to 26).

Car parking for all the dwellings is kept within the curtilage and consideration has been given to providing a special feel the front of the units, without a predominance to the car parking provision as far as possible and without compromising on the overall plot size. Plots 06 to 11 have required an alternative approach with rear car parking and access, as well as maintaining a front pedestrian access route, to accommodate the levels to this area and acknowledging the previously undertaken ground grouting works to this location.

All dwellings have been provided with a minimum of 60m² private rear gardens with sufficient drying areas as well as secure refuse storage.

6.4 Scale



The proposed dwellings are all two storey which differs from the previously granted permission for the three storey flats and previously approved 2.5 and 3 storey houses. It was felt that this was most appropriate for the site and considerate, given the undulating levels.

6.5 Landscaping

The tarmac access road into the development has been previously constructed and this positioning has been utilised as part of the amended proposal. The proposed landscaping plan shows the mixture of hard surfaces to be accommodated, including tarmac access road / shared surface area, tarmac pavements and pedestrian access / private access areas and flagged areas to private rear gardens. Footpaths and car parking bays will receive appropriate demarcation and changes in colour.

Areas of soft landscaping will be planted with a mixture of shrubbery to create a soft buffer between properties and public spaces. The development takes care not to impose on the significant area of planting / trees to the area of significant gradient to the site and several new trees have been indicated to be planted as part of the development, helping to create a pleasant environment within the site.

Private gardens are to have a patio area of flags adjacent to the rear of properties and the remaining garden will be laid with grass.

Boundary treatments have been given serious consideration to continue the theme previously set by the development works undertaken and the previous

approved scheme to ensure a continuity whilst acknowledging the differences to the scheme and layout requirements in the revised proposals.

6.6 Appearance

The amended proposal development picks up on the previously used red brick to the remainder of the development and the local vernacular and blends this with some more modern elements to create an architectural language that will enhance the local environment.

The remainder of the proposed materiality has been in accordance with the previously approved permission of 2004 and the remainder of the development that has been constructed. The elevation drawings for each type notes the proposed materiality for reference but in summary there is a mixture of two red brick tones, stone cills, dark grey concrete roof tiles, white UPVC windows, combination of finish colours to the front doors and white garage doors when applicable. Please refer to the elevation proposal drawings for more information.

6.7 Sustainability

It is intended that this proposal will meet current building regulations which will therefore achieve the current requirements for the Code for Sustainable Homes Level 4. This is to be achieved through careful selection and detailing of the materials and construction of the building.

7.0 Consultation

No additional consultation has been undertaken due to the material amendment nature of this application against an original permission, during



which a consultation period was undertaken for the whole development of Cypress Heights. We understand the housing needs and demand data relevant to the area and are confident of the long term sustainability and of successful sales of the units. We are happy to provide consultation opportunities for the revised aspects to the scheme as a whole to the local community as required.



Appendix A

Selected Application Drawings

Proposed site plan with plot reference

Proposed house type front elevations

Proposed site cross sections AA and
BB



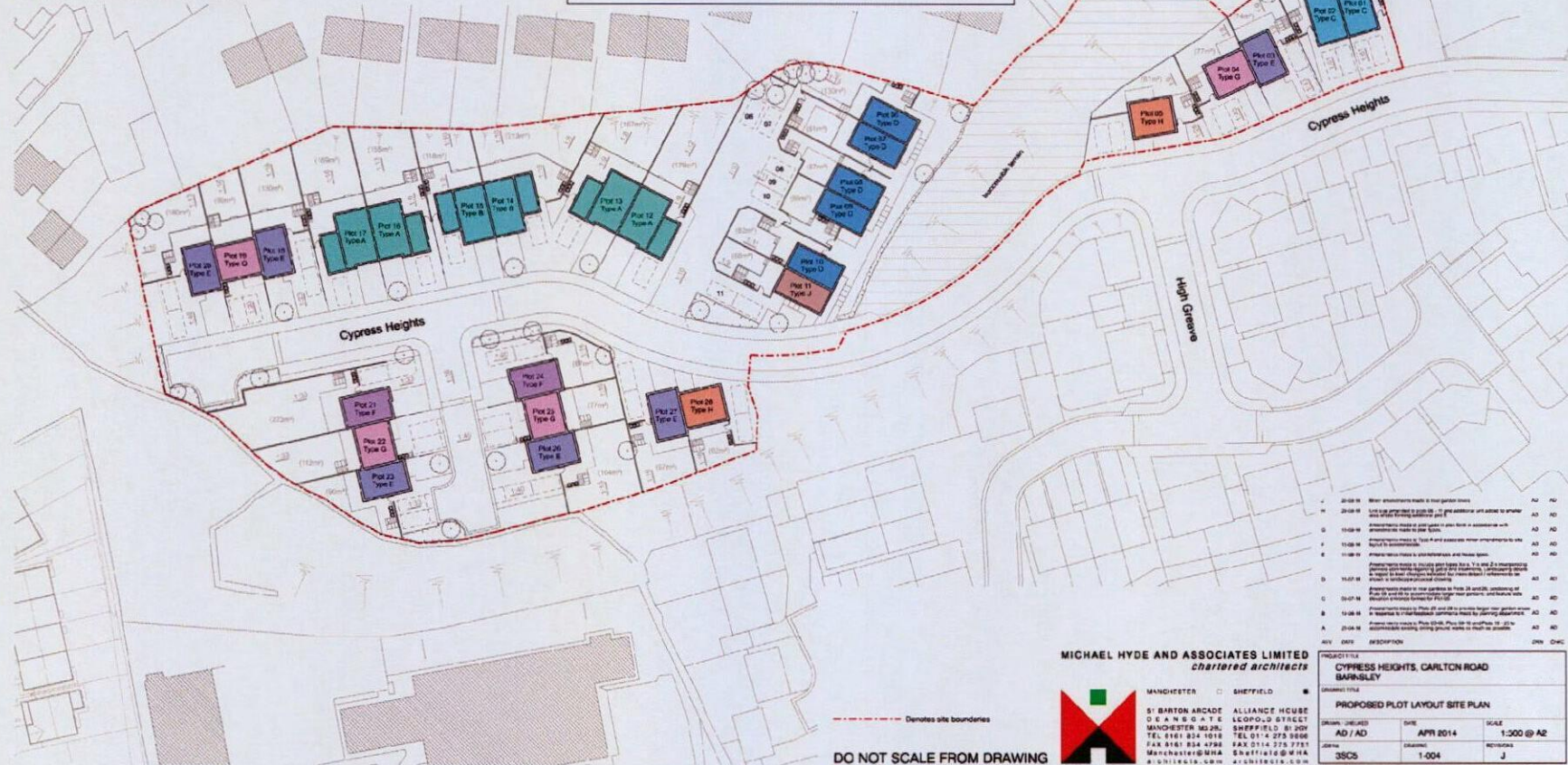


1:2000 WHOLE DEVELOPMENT LAYOUT

HOUSE TYPE MATRIX:

4no.	House Type A (3B5P 2 Storey) 117m ² + 20m ² Single Garage
2no.	House Type B (3B5P 2 Storey) 96m ² + 20m ² Single Garage
2no.	House Type C (3B5P 2 Storey) 99m ²
5no.	House Type D (2B4P 2 Storey) 78m ²
6no.	House Type E (3B5P 2 Storey) 86m ²
2no.	House Type F (3B5P 2 Storey) 87m ²
4no.	House Type G (3B5P 2 Storey) 88m ²
2no.	House Type H (3B5P 2 Storey) 88m ²
1no.	House Type J (2B4P 2 Storey) 78m ²

28no. Total (Each 3 Bed unit showing 2no. car parking spaces (or single space and garage provision and each 2 Bed unit showing 1no. car parking space)



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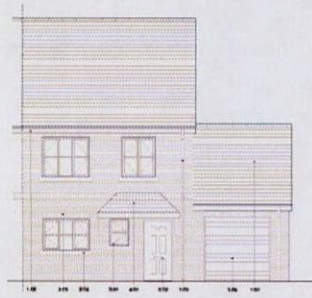
PROPOSED PLOT LAYOUT SITE PLAN

DATE	DATE	SCALE
AD / AD	APR 2014	1:500 @ A2
35C5	1:004	J

Michael Hyde and Associates
Chartered Architects



Front elevations



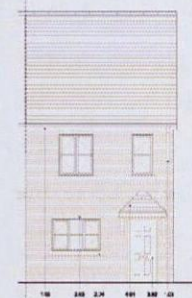
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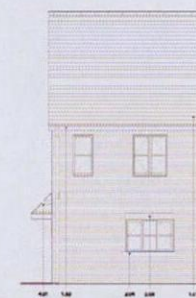
Type B



Type C



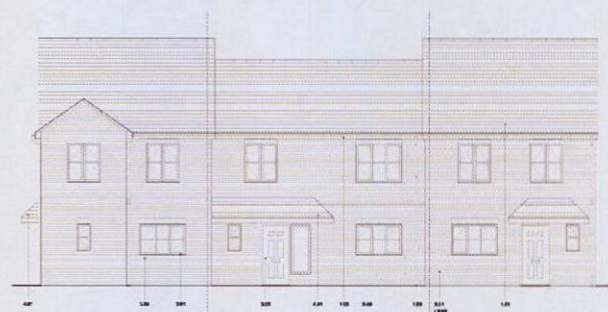
Type D



Type J



Type E & G



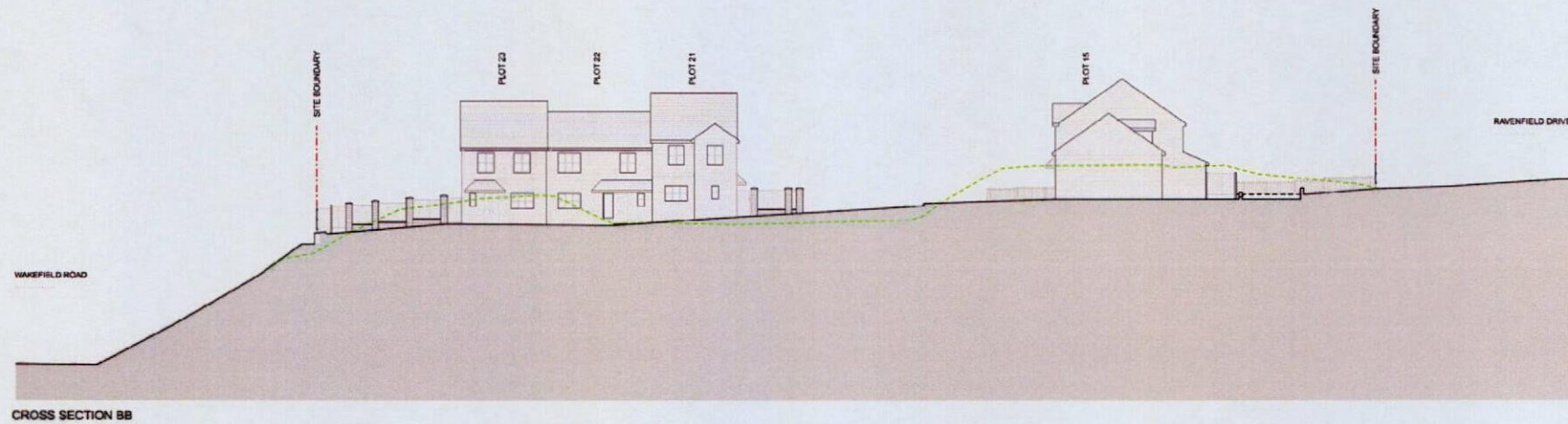
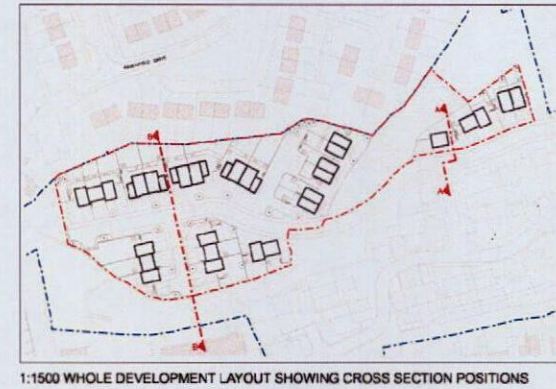
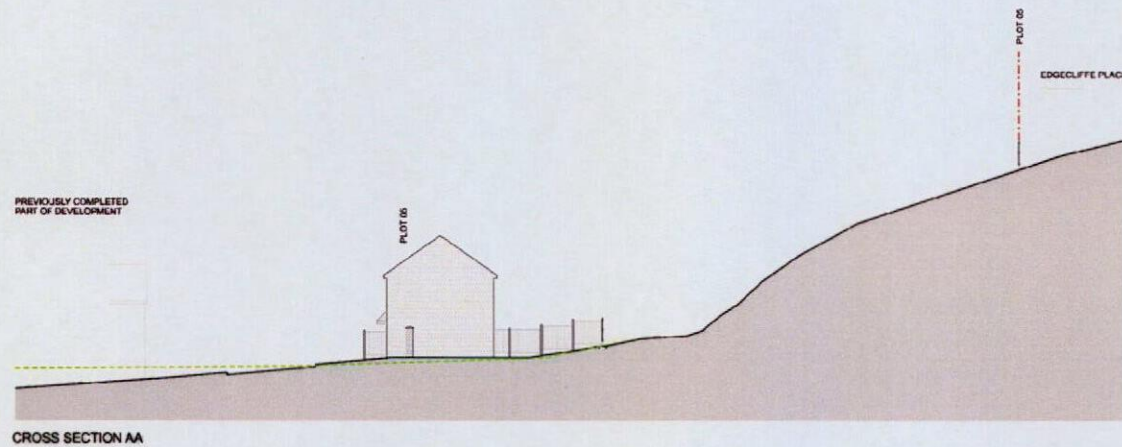
Type E, F & G



Type E & H

NOTES 1. All elevations are shown in plan. 2. All elevations are shown in plan. 3. All elevations are shown in plan. 4. All elevations are shown in plan. 5. All elevations are shown in plan. 6. All elevations are shown in plan. 7. All elevations are shown in plan. 8. All elevations are shown in plan. 9. All elevations are shown in plan. 10. All elevations are shown in plan.	1. All elevations are shown in plan. 2. All elevations are shown in plan. 3. All elevations are shown in plan. 4. All elevations are shown in plan. 5. All elevations are shown in plan. 6. All elevations are shown in plan. 7. All elevations are shown in plan. 8. All elevations are shown in plan. 9. All elevations are shown in plan. 10. All elevations are shown in plan.
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--- Denotes original existing site levels

DO NOT SCALE FROM DRAWING

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REV	DATE	DESCRIPTION	DRAWN	CHECKED
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