PROPOSED DWELLING

at

LAND BETWEEN 126 & 126A GREENFOOT LANE BARNSLEY

For

MR K. WHITE

DESIGN AND ACCESS STATEMENT

Prepared by

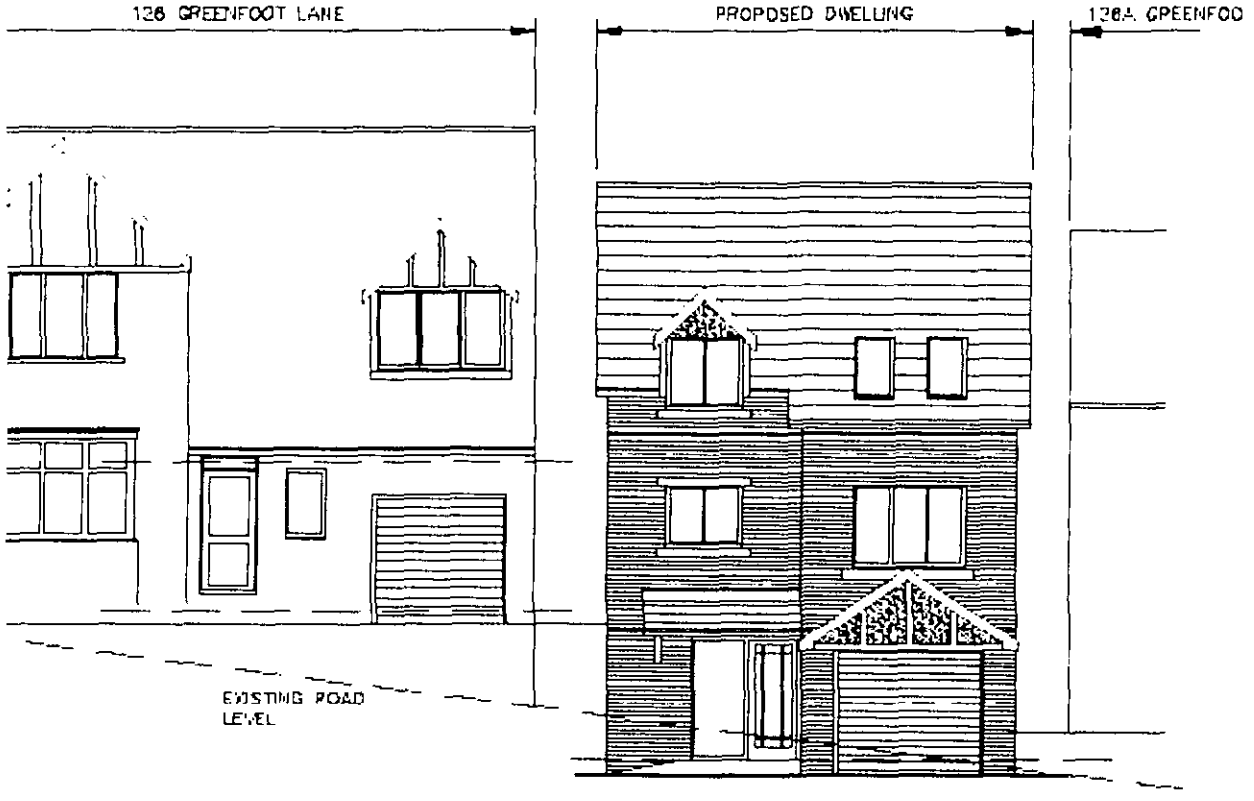
WHITE AGUS PARTNERSHIP

1 BACKGROUND

The application is for the erection of a detached house on land between 126 & 126a Greenfoot Lane, Barnsley.

Town & Country Planning approval for similar proposals was granted on 21st May 2007 (application ref 2007/0551)

The approved scheme (shown below) is a three storey property with garage and entrance at low level with accommodation above.



APPROVED PROPOSALS (2007/0551)

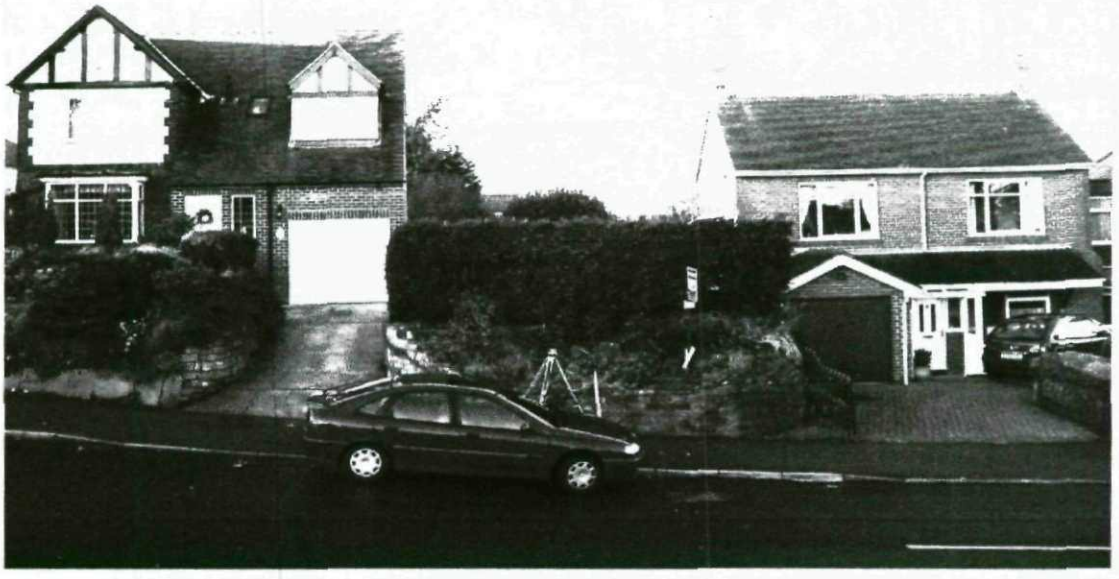
This new application is for a dwelling with a similar footprint, however, the lower level garage etc has been omitted and a traditional two storey dwelling is to be erected at the exiting general site level.

2 THE SITE

The application site is a on land between existing dwellings with an area of 193sqm or thereabouts

The site currently forms part of the garden area to 126a Greenfoot Lane

The main site area is elevated above the adjacent road level



Immediately to the north of the site is 126A Greenfoot Lane

This is of traditional construction with brick walls under a tiled, pitched roof. Parking to this property is on a block paved forecourt to a single garage that is set forward of the main building.

To the south is 126 Greenfoot Lane, a detached house in traditional construction of brick walls under a tiled roof with dormer and areas of render.

A fence along the western boundary abuts the rear garden of 90 Huddersfield Road.

Greenfoot Lane forms the eastern site boundary.

The area is predominantly residential in nature with general shops and post office a short distance away on Huddersfield Road.

Public transport is available a short distance from the site along Huddersfield Road with frequent services into the Town Centre

3 THE PROPOSALS & DESIGN CONSIDERATIONS

The principal of development on the site has been established by both Outline and Full Town & Country Planning approvals.

Careful consideration has been given to the siting of the building with regard to its impact on the setting of both 126 & 126A Greenfoot Lane

The footprint area and relationship with the adjacent properties were discussed with the Planning Officer prior to the submission of the earlier application.

The siting of the property in relation to the front and rear elevations of the adjacent properties is in accordance with the building lines previously approved. The principal windows to habitable rooms are situated to the front and rear elevations as previously approved. Therefore there will be no significant additional overshadowing than previously approved.

The proposals for the 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

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

The scale and style of the dwelling is in keeping with the locality and the roof lines and ridge complement the adjacent properties.

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, and orientation of accommodation.

The architectural style reflects 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

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 and separation distances to surrounding dwellings and site levels.

Planting will be carefully considered so that it does not impede the opportunity for natural surveillance.

The position of walls and fences has been determined to ensure that they do not obscure windows or doors.

Vulnerable areas such as rear gardens will have defensive barriers provided by fencing minimum 1800mm high.

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.

4 SOCIAL & ECONOMIC CONTEXT

There will be no loss of existing businesses.

Any potential for 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.

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 PLANNING POLICY

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 principal that the site is suitable for residential purposes has also been established by virtue of the earlier approvals

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

6 ACCESS

The access to main areas of the site is via a private drive from Greenfoot Lane as previously approved.

Parking for 2 cars is proposed on hardstanding to the front of the property. A garage and hardstanding for a single vehicle with no turning facility was included on the approved scheme.

Provision is made for refuse storage within the main body of the site.

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 the dwelling 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).

7 ASSESMENT

The proposal is within an existing settlement and therefore complies with Local and National policies relating to residential development.

A dwelling of the type proposed is 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.

Town & Country Planning consent for similar proposals has been granted.