PROPOSED ALTERATIONS AND EXTENSIONS TO FORM SHOP & FLATS

at

132 SHEFFIELD ROAD BARNSLEY

For

PROPERTY FOR SALE OR LET LTD

DESIGN AND ACCESS STATEMENT

Prepared by

WHITE AGUS PARTNERSHIP

1 BACKGROUND

The application is for the construction of a shop and flats on the site of 132 Sheffield Road, Barnsley. Pre-application consultations have been made with the Local Planning Authority and the scheme has been developed in line with the comments received.

2 THE SITE

The site is situated on Sheffield Road, a dual carriageway that is a main route into Barnsley Town Centre from the south.

The site is situated between 130 & 134 Sheffield Road that are part of a parade of terraced properties predominantly used for retail/commercial purposes.

The existing building on the site is a shop unit with frontage and direct access from Sheffield Road. To the rear is a single storey extension leading to the rear service yard with access from Brinkman Street.

The adjacent properties are of traditional construction with stone faced external walls to the Sheffield Road elevations and red brick walls to other elevations. The main pitch roofs have slate coverings. The existing shop unit on the site has a concrete tile roof with a flat, felt covered roof to the single storey annex at the rear

The area has a mix of commercial, retail and residential uses. The UDP shows the site within a commercial retail area. Many of the surrounding properties have commercial/retail uses at ground floor with living accommodation above and/or to the rear

3 THE PROPOSALS & DESIGN CONSIDERATIONS

The proposal is to demolish/modify the existing buildings on site and construct a multi- storey building with eaves levels to reflect those of 130 Sheffield Road to both front and rear.

The elevation to Sheffield Road is to be constructed in stone work to match the adjacent elevation to 130 Sheffield Road including stone heads, cills and surrounds to window openings and stone string courses, corbels etc. All other elevation are to be in red brickwork to match the existing adjacent properties.

The new roof will have a slate covering and be pitched to align with the roof to 130 Sheffield Road. The eaves to Sheffield Road will align with the adjacent building while the rear roof slope will extend to a lower level to suit the existing adjoining roof.

The new, remodelled ground floor area on the Sheffield Road frontage are to remain in retail/commercial use. The remainder of the building will be for residential purposes with access from the rear.

Due to the separation distances between the rear elevation and other residential properties the scheme will not cause an unacceptable level of overlooking or overshadowing of adjacent properties and will not cause any loss of privacy.

The proposals to duplicate the materials and features from the adjacent property on the front elevation will be ensure that the new works blend into the surroundings and ensure that the street scene will not be adversely affected.

The size and accommodation proposed for the living accommodation 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 new windows has been determined with regard to the style and scale of the adjacent buildings, separation from adjoining buildings, footways, highways, site topography and scale of surrounding features and Building Regulations requirements.

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 layout of the development was governed by the limiting factors relating to site dimensions, location of the proposed access, existing rights of way and separation distances to surrounding dwellings

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

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

Materials have been chosen that are appropriate for the location.

4 SOCIAL & ECONOMIC CONTEXT

There will be no loss of existing businesses. Although the total retail area will be reduced, the unit will remain viable as a shop.

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.

5 PLANNING POLICY

The site is within a commercial/residential area and the mixed use of the site is totally compatible with the area and other uses in the locality.

The use of 'brownfield' sites is encouraged and this scheme seeks to develop a site that has clearly been previously developed.

In accordance with H8D the development will not cause any significant harm to the local environment or amenities of adjoining residents.

6 ACCESS

Access to the shop units will be directly from the pedestrian footway and will remain unaltered except for the provision of a new shop front.
Access to the flats will be via an existing right of way from Brinkman Street and the rear yard area. The existing access route will be retained as a vehicular route to the proposed parking and bin storage areas.

Entrance doors, and the internal layout of the flat 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.

It is a fundamental theme of planning policy/guidance at national, regional, County and Borough level that the planning system should seek to promote sustainable patterns of development and sustainable communities. This is conventionally interpreted in PPS1, PPS3 and the Development Plan as promoting development within or on the edge of existing urban areas and preferably making use of previously developed rather than greenfield land.

Sites that have good access to job opportunities, shops, community services etc., by foot, cycle and public transport, and so that residents are not reliant on the private car for day to day activities, are normally considered the most sustainable locations for development, especially housing.

The application site, comprising the existing building and associated areas of hardstanding, constitutes previously developed land as defined in Annex B of PPS3. The development proposed on this site would be appropriate with regard to its proximity to the Town Centre.

7 ASSESMENT

The proposal is within an existing settlement and therefore complies with local and national policies relating to residential and retail development.

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

The site is highly accessible by foot, cycle and public transport as well as the private car.

Dwellings and small shops 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.

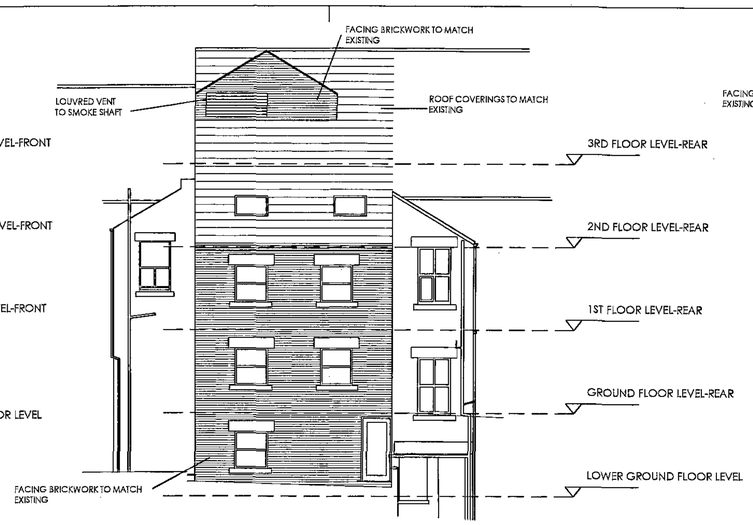
Because the scheme is small in scale it will not impact on the community infrastructure, services or facilities.

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

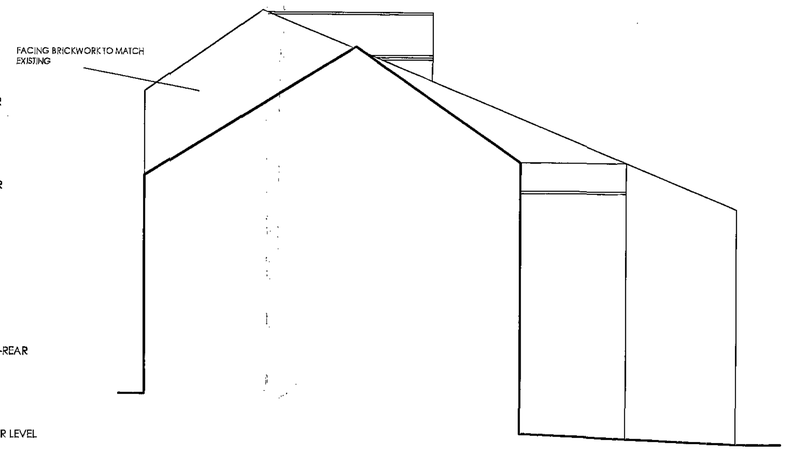
The design and appearance of the proposals will be complementary to the existing street scene and will not cause loss of outlook or privacy to neighbouring residential properties.



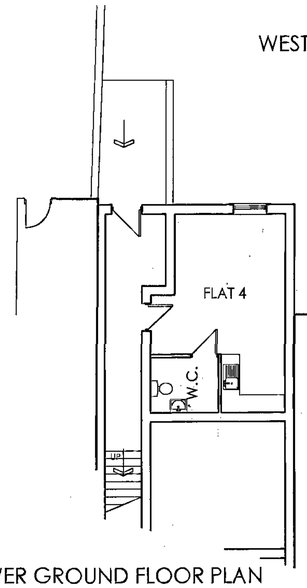
WEST ELEVATION (Sheffield Rd)



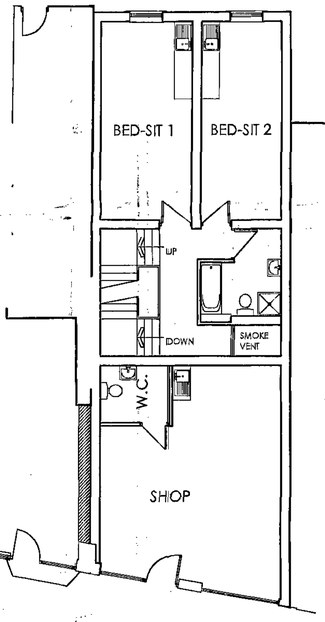
EAST ELEVATION

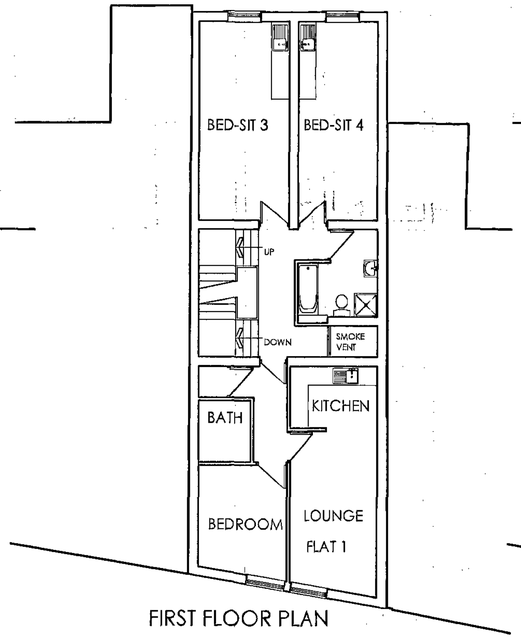


SOUTH ELEVATION

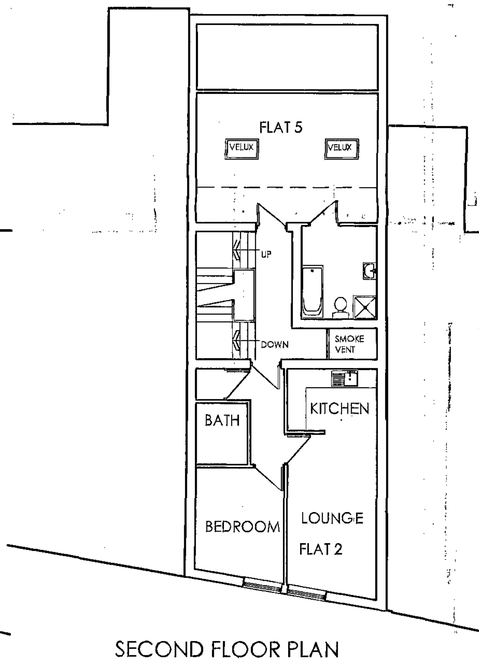


LOWER GROUND FLOOR PLAN

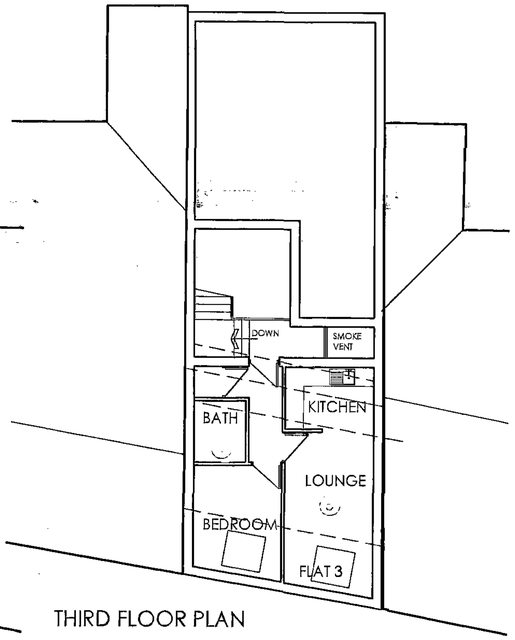




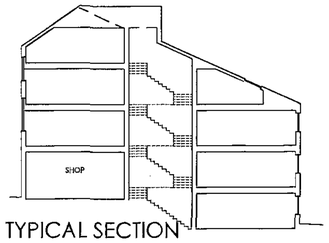
FIRST FLOOR PLAN



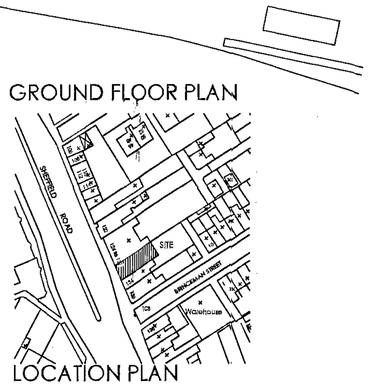
SECOND FLOOR PLAN



THIRD FLOOR PLAN

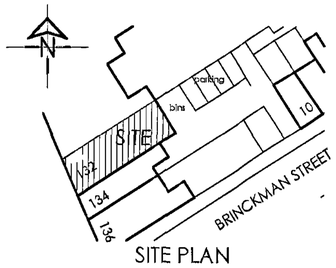


TYPICAL SECTION
SCALE 1:200

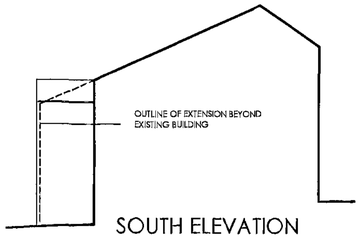


GROUND FLOOR PLAN

LOCATION PLAN
SCALE 1:1250



SITE PLAN
SCALE 1:500



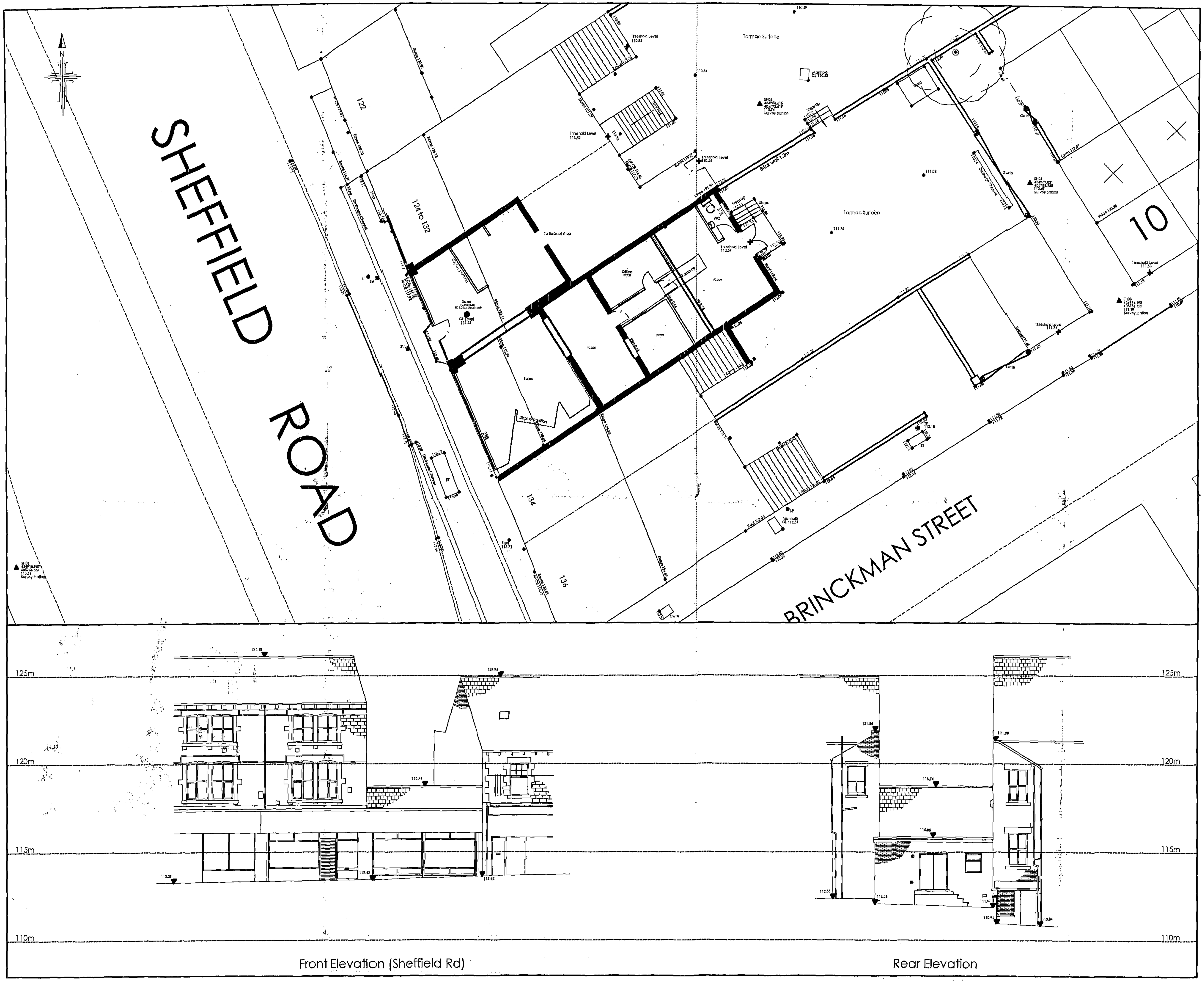
SOUTH ELEVATION
SCALE 1:200

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Project. PROPOSED DEVELOPMENT AT 132 SHEFFIELD ROAD BARNSLEY	Client. MR S. SIMPSON
Drawing Title. PLANS AND ELEVATIONS AS PROPOSED-SCHEME 2	Date. APRIL 2008 · Scale. 1:100 · Ref. 07-143 · Dwg. No. 02 · Rev. B

Date	Suffix	Description	Date	Suffix	Description
09-05-08	A	GENERAL REVISIONS			
19-05-08	B	UPDATED FOR PLANNING APPLICATION			

CMR
20 MAY 2008



Abbreviation & Symbol Key.

B	Bollard	RSC	Rolled Steel Column
BB	Belisha Beacon	RSJ	Rolled Steel Joist
BT	British Telecom Cover	RWP	Rain Water Pipe
BM	*Bench Mark*	SC	*Stop Cock*
CL	Cover Level	SP	Sign Post
DK	Drop Kerb	STP	Stand Pipe
EL	Electricity Cover	SV	Stop Valve
EP	Electricity Pole	SVP	Soil Vent Pipe
FH	Fire Hydrant	SWG	Storm Water Gully
FFP	Flagged Footpath	SW	Storm water
G	*Gully*	TFP	Tarmac Footpath
GM	Gas Meter	TL	Traffic Light
GV	Gas Valve	TP	Telegraph Pole
IC	Inspection Cover	UTL	*Unable To Lift*
IL	Invert Level	VP	Vent Pipe
LB	Letter Box	WM	Water Meter
LP	Lamp Post	WP	Waste Pipe
MB	*Multi Bole*		
MH	Man Hole	**Fences & Walls**	
Mkr	Marker Post	Ret	Retaining Wall
MS	Mile Stone	B/W	*Barbed Wire*
MT	Mercury Telecommunications	C/B	Close Boarded
NB	Notice Board	C/I	Corrugated Iron
NFI	No Further Information	C/L	Chain Link
OSBM	Ordnance Survey BM	C/P	Chestnut Paling
P	Post	I/R	Iron Railing
PB	Post Box	Lat	Lattice
RE	Rodding Eye	P/C	*Post & Chain*
RL	RoofLine	P/R	Post & Rail
RS	Road Sign	P/W	Post & Wire
SS	Street Name Sign		

Control & Datum Information

Grid Orientation: OSTN02

Level Datum: OS Orthometric Hts

Rev	Description	By	Date

Surv.	Drawn	Date	Chkd	Date		
NH	NH	22.04.08	MH	22.04.08		

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Title. Site Plan and Elevations

Site. Kitchen Design Centre
132 Sheffield Road
Barnsley

COMPUTER GENERATED DRAWING - DO NOT ALTER

Dwg No. WA_024_Sheffield Rd

Sheet No. 1

SCALE	1/100	REV.	

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