
**TOWN & COUNTRY PLANNING
APPLICATION**

for

STUDIO FLAT

on

**LAND AT SPRINGFIELD STREET
BARNSELY**

For

MR BEN REDFERN

DESIGN AND ACCESS STATEMENT

Prepared by

WHITE AGUS PARTNERSHIP

1 BACKGROUND

This Statement is in support of a Full Town & Country planning application for residential development on land at Springfield Street, Barnsley

2 THE SITE

The application site is situated at Springfield Street a predominantly residential area approximately 1m to the west of Barnsley Town Centre



Springfield Street is parallel with and to north of Dodworth Road, a main route into Barnsley Town centre from the M1 Motorway. The majority of the properties in the locality on Dodworth Road and the associated side roads are residential.

On Springfield Street itself are a mix of individual dwellings and flats. The southern side of Springfield Street is an ad hoc arrangement of parking areas, garages, both used and unused. Opposite the site are offices currently occupied by Barnsley M.B.C. with associated parking areas.



**VIEW OF SITE SHOWING TYPICAL GARAGES AND
PARKING ARRANGEMENTS IN THE VICINITY**



ACCESS TO OFFICES OPPOSITE THE SITE

The site is currently used as two independent garages that are not associated with any other property and is available for the parking of vehicles by individuals or companies. The garage doors are immediately adjacent the back edge of the footway to Springfield Street



VIEW OF SITE FROM SPRINGFIELD STREET

There is a pathway adjacent the site providing access to the rear of adjacent properties



The site is zoned within a Housing Policy Area on the UDP.

Barnsley Town centre is within walking distance of the site

Public transport is available a short distance from the site with frequent services into Barnsley and other main routes out of town.

3 THE PROPOSALS & DESIGN CONSIDERATIONS

The proposal is for a single, one bedroom 'studio' flat with associated off street parking.

The existing flat roofed, double garage is to be demolished

The proposals have regard to the policies and proposals contained in the UDP particularly with regard to

Policy H8A

Policy H8D

SPG3 – Infill Development

Policy H8A

THE SCALE, LAYOUT, HEIGHT AND DESIGN OF ALL NEW DWELLINGS PROPOSED WITHIN THE EXISTING RESIDENTIAL AREAS MUST ENSURE THAT THE LIVING CONDITIONS AND OVERALL STANDARDS OF RESIDENTIAL AMENITY ARE PROVIDED OR MAINTAINED TO AN ACCEPTABLE LEVEL BOTH FOR NEW RESIDENTS AND THOSE EXISTING, PARTICULARLY IN RESPECT OF THE LEVELS OF MUTUAL PRIVACY, LANDSCAPING AND ACCESS ARRANGEMENTS.

The traditional two storey property proposed is compatible with the general context of residential properties in the locality. The separation distance to the existing dwellings are considered adequate. The windows to the front elevation do not overlook any private amenity areas. The siting of the building proposed will not cause unacceptable overshadowing, overlooking or loss of privacy.

The scale and appearance of the proposal was considered in the context of surrounding properties.

Policy H8D

PLANNING PERMISSION FOR INFILL, BACKLAND OR TANDEM DEVELOPMENT INVOLVING SINGLE OR A SMALL NUMBER OF DWELLINGS WITHIN EXISTING RESIDENTIAL AREAS WILL ONLY BE GRANTED WHERE DEVELOPMENT WOULD NOT RESULT IN HARM TO THE LOCAL ENVIRONMENT OR THE AMENITIES OF EXISTING RESIDENTS, CREATE TRAFFIC PROBLEMS OR PREJUDICE THE POSSIBLE FUTURE DEVELOPMENT OF A LARGER AREA OF LAND.

An assessment of the proposals indicates that these criteria have been met with no harm caused to the local environment, amenities of residents or traffic problems.

In the context of the existing use of the site, and associated car parking, the redevelopment of the site will not result in harm or loss of amenity to the local environment or amenity of existing residents.

The size 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 buildings 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 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 points, existing rights of way and separation distances to surrounding dwellings

Pedestrians will have good visibility along the length of the access roads to maximise the natural surveillance. Further, main windows from the proposed dwellings may be positioned to provide views over the access roads.

4 SOCIAL & ECONOMIC CONTEXT

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

The site is situated in an area that requires investment to improve the standard of property and general amenity of the area in general. While it may be envisaged that a comprehensive redevelopment of the area as a whole would be ideal this is not a realistic option.

However this modest proposal would revitalise this small area, perhaps as an initial, small part of a jigsaw that saw the gradual improvement of the locality.

5 ACCESS

The site is currently used as two garages that may be used by cars or small commercial vehicles. It is typical in the locality for entrance gates or garage doors to be immediately adjacent the footway. In view of this the proposal for a single garage to serve the development with similar access arrangements is considered acceptable. If each of the existing individual garages were occupied there is potential for a significant number of vehicular movements to and from the site. The proposed single garage for use in conjunction with this modest flat is considered appropriate. The existing footway crossing will be retained.

The site is generally reasonably level and it is intended that approaches to the entrance doors will meet the requirements of Part M of the Building Regulations with regard to either a 'level' or 'ramped' approach from the footway and parking 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 (particularly with regard to children).

6 ASSESSMENT

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

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.
