
PROPOSED RESIDENTIAL DEVELOPMENT

at

**LAND AT RICHARD ROAD
DARTON
BARNSELY**

For

T. CHAMBERS & SON PROPERTIES

DESIGN AND ACCESS STATEMENT

Prepared by

WHITE AGUS PARTNERSHIP

RESUBMISSION NOVEMBER 2008

1 BACKGROUND

The application is for residential development comprising two, two storey detached houses with associated garages.

Outline Town & Country planning approval for residential development has been granted.

Full Town & Country Planning approval (Ref 2007/1820) was granted for the erection of two detached houses and associated garages on 3rd December 2007.

Works have commenced and the applicant has received a letter dated 5th November 2008 from Barnsley M.B.C. regarding minor alterations to the scheme as follows:

1. Revisions to the first floor layout including provision of clear glazed window to front elevation in lieu of obscure glazed window to en-suite bathroom.
2. Alterations to second floor layout to include 2No additional roof windows.

The L/P/A. has indicated that a new full application is required for the minor alterations.

2 THE SITE

The application site is situated off Richard Road, Darton, Barnsley with an area of 793sqm or thereabouts

The site was vacant and overgrown. (See picture below)



Access to the site is via an unmade road between No 15 & No 17 from Richard Road. (See picture below)



Outline Town & Country planning approval for residential development has been granted

A recently constructed dwelling house is situated on land to the east of the site.

The properties along Richard Road in the immediate vicinity of the site are traditionally constructed, two storey, semi-detached dwellings. (See below)



3 THE PROPOSALS & DESIGN CONSIDERATIONS

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, 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 each 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 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.

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, existing rights of way and separation distances to surrounding dwellings

'Secured By Design' is the official police flagship for security and designing out crime.

The principals set out therein have been adopted where appropriate. This includes:

Vehicular and pedestrian routes have been designed in a way that ensures that they are open, direct and used as much as possible. The layout does not undermine the defensive space of neighbourhoods because of the positioning of boundary fences and location of private amenity areas.

The private drive is short in length and does not have inappropriate linking footpaths. It is considered satisfactory because it does not back onto open land, is not deep or complicated and does not link to any other cul-de-sac with footpaths.

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

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.

Appropriate demarcation is proposed between public and private areas. As recommended in 'Secured by Design' the dwelling frontages have open views.

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

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.

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

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 outline approval.

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

The parking provision is as follows;

-
- One off street parking space is proposed for each dwelling plus garage and associated turning space
 -

The site is within walking distance of the shopping and commercial areas of Darton and public transport links.

6 ACCESS

The access to main areas of the site is via a private drive from Richard Road

The private drive is considered acceptable in this location as it will serve a maximum of five dwellings

The location of the access was determined at outline planning stage

Provision is made for refuse storage within the main body of the site with an additional facility along the access drive, closer to Richard Road, for residents to leave their wheeled bins on refuse collection day.

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.

Road widths are in accordance with the Highway Engineers requirements and include a turning head for manoeuvring of private cars.

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 regarding guarding of stairways and prevention of falling (particularly with regard to children).

7 ASSESMENT

The proposal is within the settlement of Darton and therefore complies with Local and National policies relating to residential development.

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.
