
PROPOSED RESIDENTIAL DEVELOPMENT

at

**Land Adjacent 179 Sackup Lane
Staincross
Barnsley**

For

Mr M. Riddington

DESIGN AND ACCESS STATEMENT

Prepared by

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1 BACKGROUND

This statement has been prepared in support of an application for a detached dwelling on land adjacent 179 Sackup Lane, Staincross, Barnsley

Town and Country Planning approval has previously been granted for a similar detached dwelling on the site.

2 THE SITE

The site is located in Staincross, a village in the Metropolitan Borough of Barnsley. Staincross lies off the A61 road, about three miles north west of Barnsley. It is at an elevation of around 125 metres above sea level.

The application site is situated on the western side of Sackup Lane on the edge of residential area to the north of Mapplewell retail and commercial centre..

The site is currently within the garden area of 1979 Sackup Lane and has an embankment to the west of the site down to the adjacent field.

Sackup Lane runs along the eastern side of the site with the existing dwelling to the north. There are open fields to the south and west.

Beyond Sackup Lane to the east is a substantial area of residential properties of traditional construction constructed in the recent past.

The majority of existing dwellings in the immediate vicinity of the site are traditionally constructed, two storey, semi-detached houses and bungalows.

3 THE PROPOSALS & DESIGN CONSIDERATIONS

The area proposed for the new dwelling is 'brown field' and suitable for the development proposed. Full Town & Country Planning approval has been granted previously for residential purposes has been established in principle including access proposals.

The proposed dormer bungalow style proposed for the property, traditionally constructed is in keeping with the general style and scale of properties in the locality.

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
PPG3

The gradient of the site is a limiting factor and the dwelling have been designed to avoid un-necessary and costly under-building. Excessive excavation or site re-modelling has been avoided. The relative floor levels have been determined in relation to exiting levels.

The overall heights of the proposed dwelling in relation to existing, adjacent properties has been fully considered and is consistent with the relative site levels and gradients.

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 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

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 complements 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

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 ACCESS

The access to the site is to be directly from Sackup Lane immediately adjacent to the existing access to 1709 Sackup Lane

The exiting cul-de sac ends approximately 10m short of the boundary with land to 290 New Road. This area of land is currently used as access drives to 21 & 24 Redland Grove. The land however is not within the ownership boundaries of these properties and the proposals include the construction of new drives from the proposed access road.

The access and dropped crossing will be constructed to dimensions and standards in accordance with the Highway Engineers requirements.

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

6 CONCLUSIONS

The proposal is within the settlement of Staincross 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.

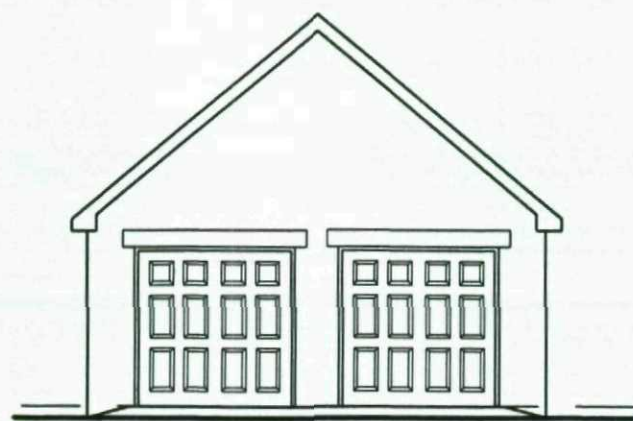
Any additional traffic arising from the development can be accommodated on the local highway network.

The development of the site will not impact on land safeguarded on the UDP for other purposes.

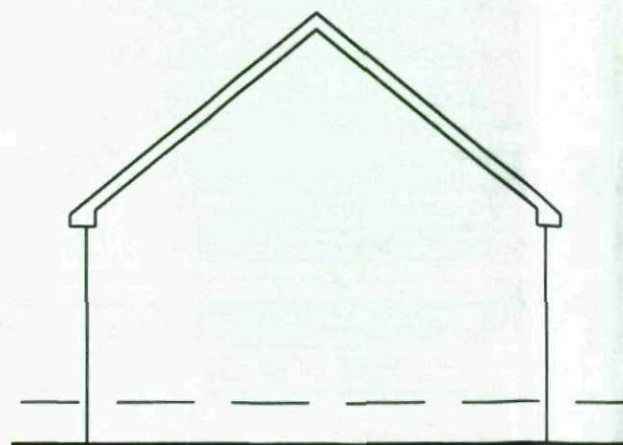
The development is within an existing settlement, close to existing amenities and public transport links.

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

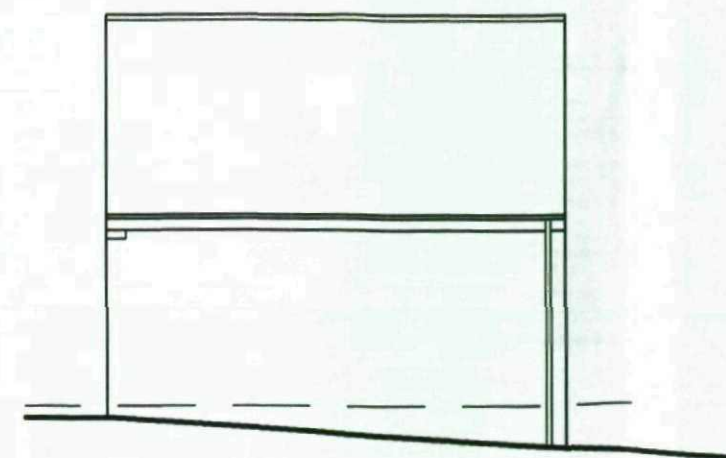
The density of the proposed development is acceptable in relation to the surroundings.



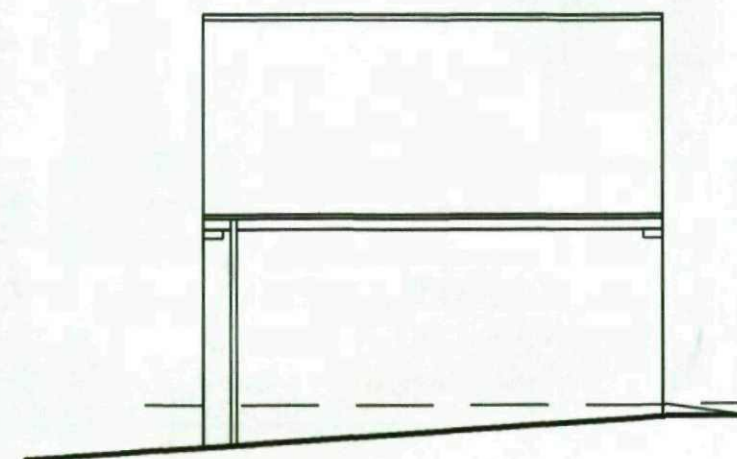
FRONT ELEVATION



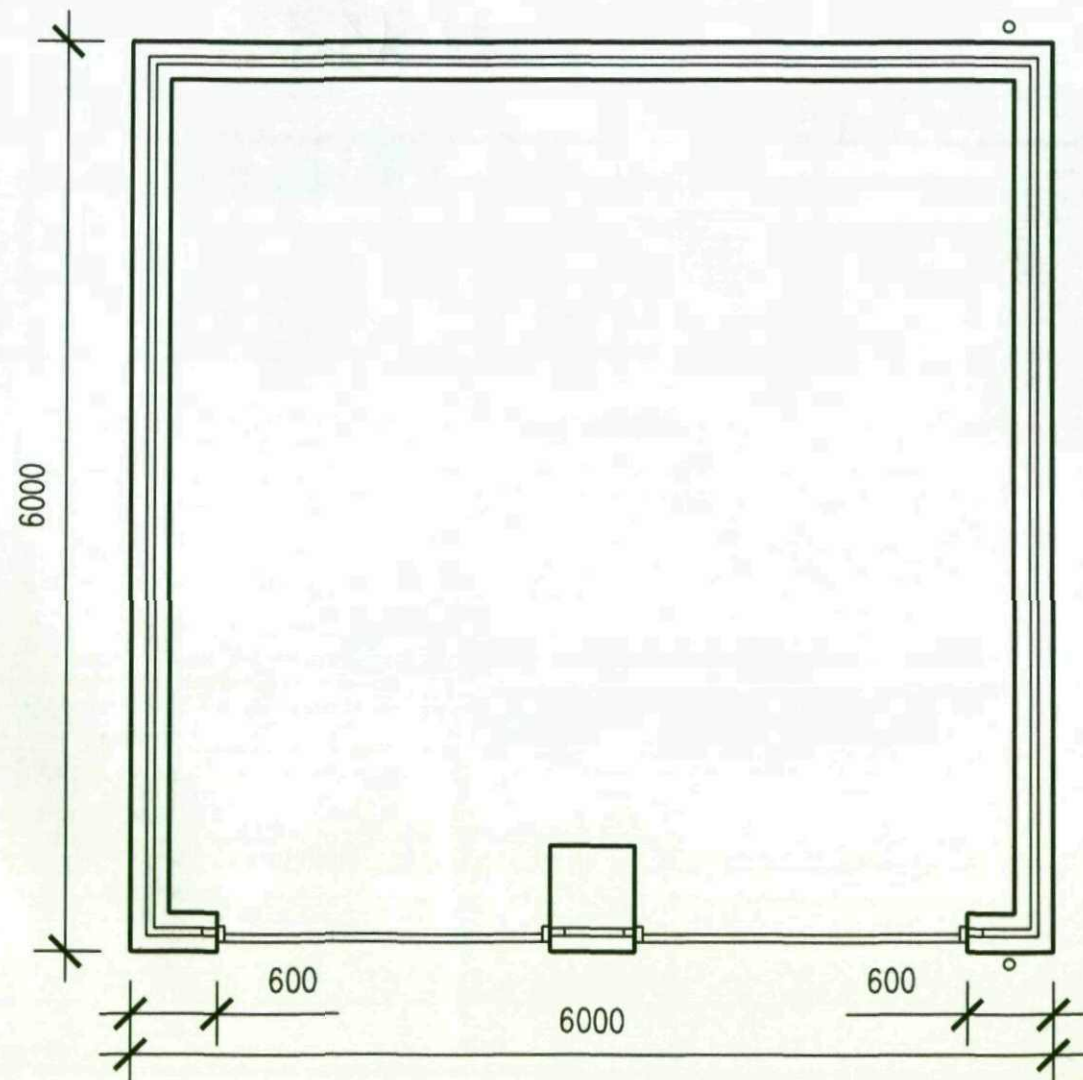
REAR ELEVATION



SIDE ELEVATION



SIDE ELEVATION



PLAN

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Drawing
Title.

PROPOSED GARAGE

Date.

APRIL 2008

Scale.

1:50 & 1:100

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07-142

Dwg. No.

03

Rev.