

Design and Access Statement

Proposed Outline Planning Application For 24 Dwellings
@ Land to the East Side of Station Road, Royston

The Strategic Land Group Ltd



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Introduction

1.0

1.0 INTRODUCTION

This design and access statement has been produced by MCK Associates on behalf of the Strategic Land Group Limited, in support of an “outline” planning application.

The proposed application is for a total of 24no dwellings together with associated access on land to the eastern side of Station Road, Royston.

This document should be read in conjunction with the proposed development site layout and indicative elevational streetscene to Station Road.



Site Context

2.0

2.0 SITE CONTEXT

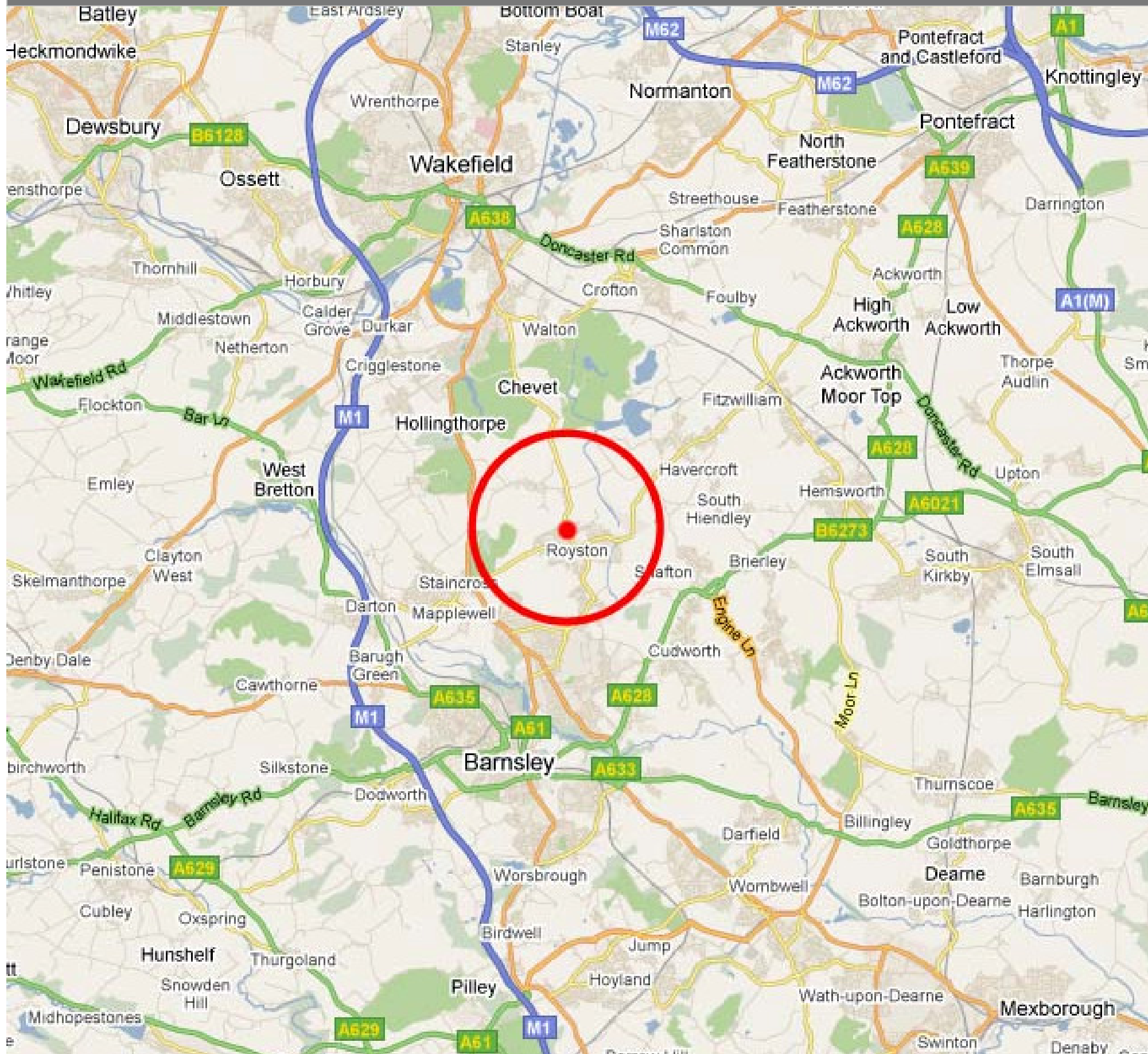
The site occupies an area of 0.59 hectares (1.46 acres) and is located in the village of Royston, nr Barnsley in South Yorkshire. Royston lies on the Barnsley canal and on the intersection of the B6132 and B6428 roads. Both of these roads connect to the A61 and the town of Barnsley which in turn provides access to the M1 motorway.

The application site is unused redundant land which is allocated as “safeguarded” land within the current unitary development plan.

Any policy issues will be addressed in a separate document to be produced by NJL Consulting, planning consultants.

To the west of the site is Birkdale Avenue and Ainsdale Road, an area of predominantly 1960's detached and semi-detached houses and bungalows.

To the east side of the site is Haigh Moor Way and Cutts Field View which is a development of more recent 3 and 4 bedroom detached houses. To the north, Station Road itself is densely populated with Station Road leading to the centre of the village. To the south, Station Road takes on a more rural feel however the western side remains residential all the way to Summer Lane / Bleakley Lane and the B6132.



Design Principles

3.0

3.0 DESIGN PRINCIPLES

The proposed site is an area dominated by existing residential properties, in a prominent raised location with access available from Station Road.

It is acknowledged that there are no constraints that would prohibit access being achieved from Station Road. The proposed access being identical to that previously proposed and includes acceptable visibility splays.

The site is on an existing bus route and is in close proximity to schools and shopping facilities.

Being a residential proposal it is compatible with adjoining land uses and also respects the amenity of the existing residents in the area.

The proposed layout complies with spacing standards contained within supplementary planning guidance note 2. All of the rear private garden spaces comply with the 60 sq m threshold for properties of 3 bedrooms and over.

The scheme proposed is a bespoke design comprising of a mixture of house type styles and accommodation.

The dwellings range from two bedroom terraced houses, three bedroom semi-detached and detached, up to four bedroom detached. Parking provision is at a minimum ratio of two spaces per dwelling.

The mixture of house types within the site are designed to complement the size, scale and density of the surrounding area thereby responding to and enhancing the characteristics of the immediate surrounding area and creating a place with its own identity, whilst at the same time adding variation to the streetscape.

Previous planning refusals have criticised the rear facing aspects of dwellings addressing Station Road. The proposed layout indicates dwellings which face Station Road and respect the existing Streetscene. Materials have been proposed which again respect those of the surrounding dwellings which are predominantly red facing brickwork and grey roofing tiles with elements of render and stone detailing.

Car parking is accessed from within the site and is therefore of minimal visual impact to Station road.

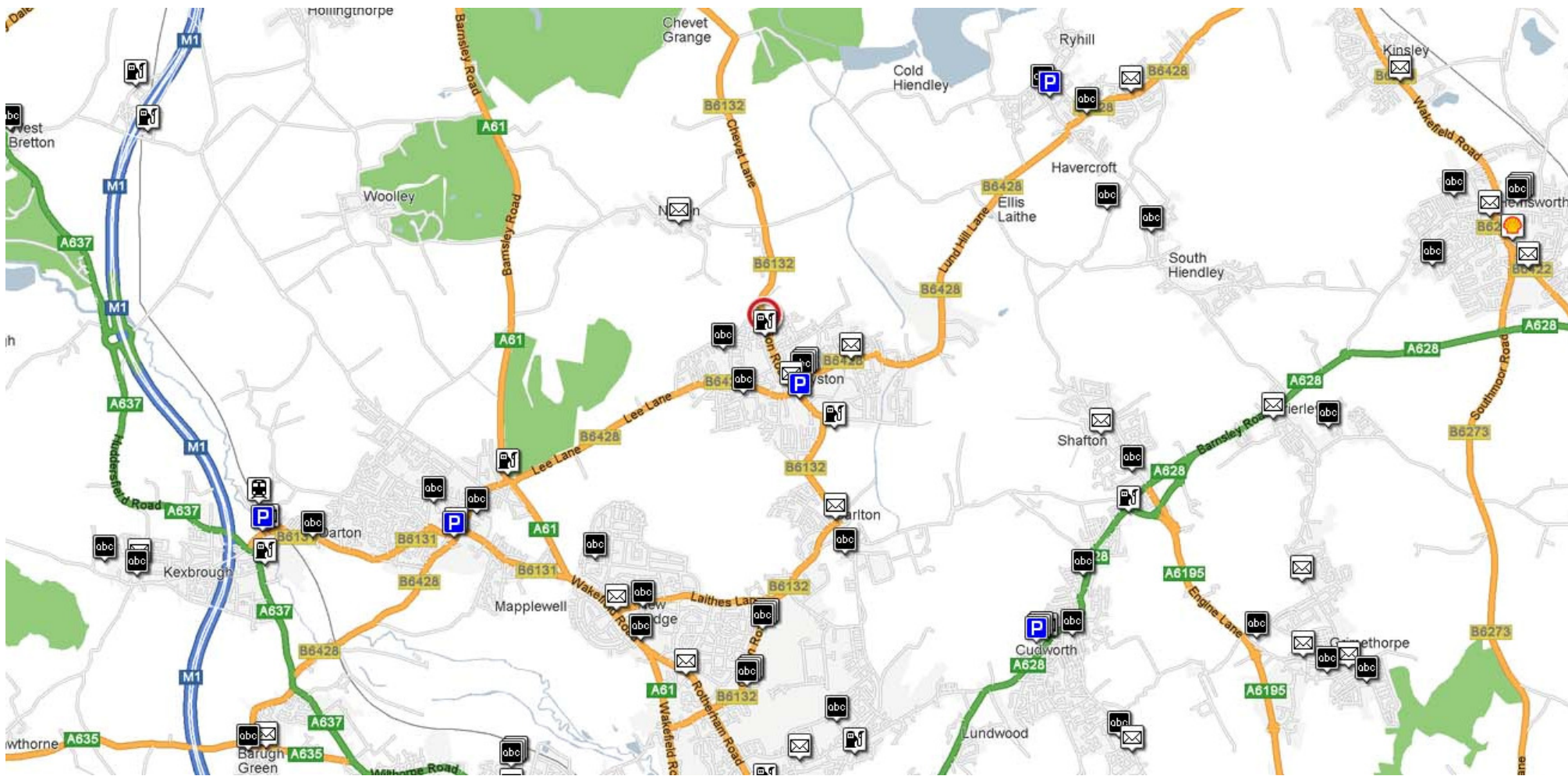
It is proposed to incorporate a 1 metre high retaining wall to the site frontage, which reflects the walled boundaries to adjacent properties. The sloping gardens will be subject to a soft landscape scheme.

Concerns have previously been raised regarding the location of a public rising main (sewer) which crosses the site. The position of this sewer has been accurately identified and the proposed scheme takes account of its location.



Building for Life

4.0



Site



Petrol Station



School



Post Office



Railway Station



Parking

4.1 ENVIRONMENT AND COMMUNITY

- Q 01 Does the development provide (or is close to) community facilities, such as schools, parks, pubs or cafes?
A 01 The site is close to community facilities, schools, leisure centre, shops and pubs.
- Q 02 Is there an accommodation mix that reflects the needs and aspirations of the local community?
A 02 There is a mixture of accommodation including 2, 3 and 4 bedroom houses.
- Q 03 Is there a tenure mix that reflects the needs of the local community?
A 03 The mix is suitable for a variety of family groups.
- Q 04 Does the development have easy access to public transport?
A 04 The site is on a public bus route.
- Q 05 Does the development have any features that reduce its environmental impact?
A 05 It is proposed to provide a portion of the energy supply from renewable low-carbon where feasible and viable. The development will achieve at least a level 3 rating under the Code for Sustainable Homes in terms of energy performance.

4.2 CHARACTER

- Q 06 Is the design specific to the scheme?
A 06 The design is specifically produced for this development proposal.
- Q 07 Does the scheme exploit existing buildings, landscape, or topography?
A 07 The design exploits the existing topography.
- Q 08 Does the scheme feel like a place with distinctive character?
A 08 The scheme is designed to fit comfortably within the existing residential area but will have its own identifiable character.
- Q 09 Do the buildings and layout make it easy to find your way around?
A 09 Yes, the layout includes a short cul-de-sac with easy access
- Q 10 Are streets defined by a well structured building layout?
A 10 The streets are well defined by a structured layout.



4.3 STREETS, PARKING AND PEDESTRIANISATION

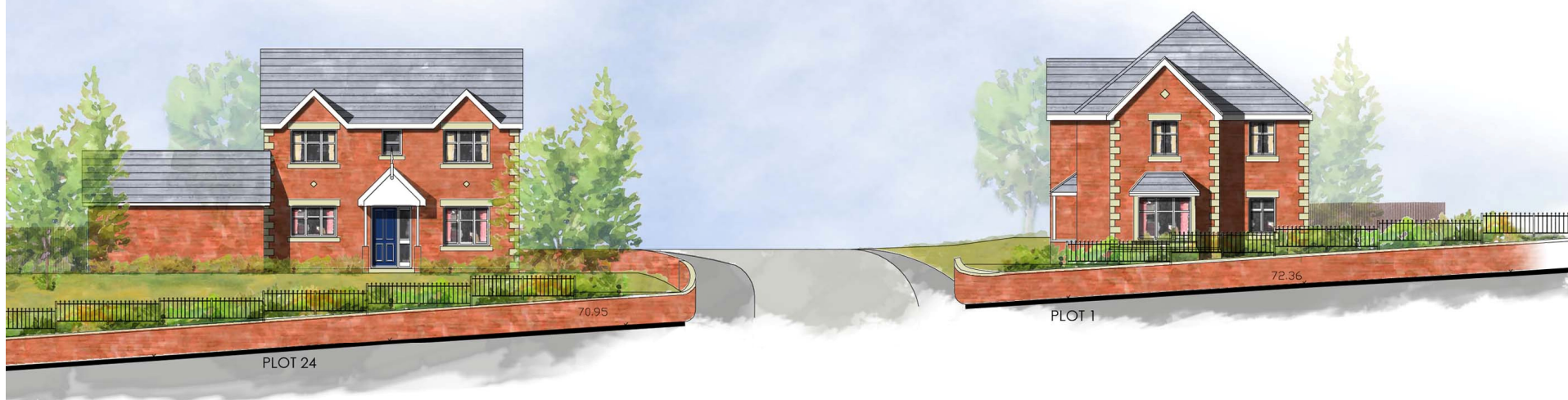
- Q 11 Does the building layout take priority over the streets and car parking, so that the highways do not dominate?
- A 11 The buildings proximity and orientation take precedence over the streets and car parking.
- Q 12 Is the car parking well integrated and situated so it supports the Streetscene?
- A 12 The parking is designed to be integrated into the Streetscene.
- Q 13 Are the streets pedestrian, cycle and vehicle friendly?
- A 13 The street is pedestrian, cycle and vehicle friendly and is designed as a space for all relevant users with safety as an overriding feature.
- Q 14 Does the scheme integrate with existing streets, paths and surrounding development?
- A 14 Access to the site is taken directly from station Road. A footpath to Station Road has been included in the design proposal.
- Q 15 Are public spaces and pedestrian routes overlooked and do they feel safe?
- A 15 The design offers excellent passive surveillance and overlooking opportunities in all directions.

4.4 DESIGN AND CONSTRUCTION

- Q 16 Is public space well designed and does it have suitable management arrangements in place?
- A 16 There will be no public space offered on the development. This requirement will be addressed by a negotiated commuted sum.
- Q 17 Do the buildings exhibit architectural quality?
- A 17 The buildings reflect the styles and design details of the surrounding residential area.
- Q 18 Do internal spaces and layout allow for adaptation, conversion or extension?
- A 18 The scheme allows for alteration and conversion / extension of a number of the proposed dwellings.
- Q 19 Has the scheme made use of advances in construction or technology that enhance its performance, quality and attractiveness?
- A 19 The houses will conform to at least a Code Level 3 rating on energy saving where feasible and viable, as previously suggested.
- Q 20 Do buildings or spaces outperform statutory minima, such as building regulations?
- A 20 The proposal will be designed and constructed to the relevant and current building regulation standard.

5.0 DESIGN

The scheme has been designed to complement the local vernacular. This has been achieved by use of a pallet of materials, brick, tile and render which is predominant in the location. Artstone lintels, cills and quoins have been introduced which are typical of the houses which surround the site and also of the wider area.



STREETSCENE TO STATION ROAD

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