



DESIGN & ACCESS STATEMENT

Proposed Residential Development on Land Adjacent to 40 Fitzwilliam Street Elsecar Barnsley

1. Introduction

- 1.1 This Design and Access Statement (Further referred to as the DAS) accompanies a full planning application for a proposed residential development of 4 number semi-detached units (in two blocks) with carport and front parking in tandem.
- 1.2 This DAS has been written to meet the requirements of article 4c of the Town and Country Planning (General Development Procedure) order 1995 (amended).
- 1.3 As this proposal is for a residential development, some aspects of this DAS are of limited applicability.
- 1.4 The application is for two pairs of semi-detached housing comprising of 4 bedrooms (with one of those rooms in the roof space).
- 1.5 Generally, the properties have an open plan dining room kitchen, lounge, an Approved Document - Part M type WC at ground floor level and three bedrooms and a family bathroom at first floor level and a bedroom and en-suite in the roof space.
- 1.6 The site is located in Elsecar approximately mid way along Fitzwilliam St and is primarily in a residential area. The site is currently a vacant plot set to grass with a planted area to the rear populated by bushes and trees.
- 1.7 The site is located on the edge of the Elsecar Conservation Area with a distinct difference in styles between properties in the nearby area in the conservation area (in the main stone built but with examples of brick and render present) and properties outside of the conservation area (mainly brick).

2. Design Principals and Concepts

2.1 Amount

- 2.1.1 The site has an area of 701.25m² or thereabouts (measurements taken from Ordnance Survey).
- 2.1.2 The proposed dwellings will have an individual footprint 52.5m² (72.6m² including area dedicated to open car port).

2.1 Amount (Cont.)

- 2.1.3 Each dwelling has at least 60m² amenity space to the rear of their properties (smallest is 60m² and the largest is 64.1m²), which is in excess of the amenity area requirements set out in the South Yorkshire Residential Design Guide.
- 2.1.4 Each dwelling also has two car parking spaces, One located within the car port and a second in tandem to the frontage, thereby minimising the area of the front boundary left for access. This is in line with Barnsley MBCs guidance on car parking requirements.
- 2.1.5 Landscaped areas are also allowed for to each properties frontage as well as to the rear amenity area (See - 2.4 Landscaping).

2.2 Layout

- 2.2.1 The proposed dwellings are laid out with a kitchen/dining room to the frontage with an open car port adjacent with a lounge accessed from this area to the rear. A stair compartment and wc are located adjacent. The first floor contains 3 bedrooms with a family bathroom and a bedroom suite is located in the roof space with a shower en-suite.
- 2.2.2 The proposed dwelling takes into account the Approved Document – Part M, which deals with access around the property for persons with disabilities. Door widths will be of accessible sizes (in line with clear dimensions dictated by the Building Regulations' Approved Documents), all lighting and heating controls will be positioned within reach of a sitting person, the w.c will be of an adequate size for ambulant person and an access into the property will be provided at the front access door.
- 2.2.3 The site has been laid out in a manner where all residents will have a driveway in front of their respective dwellings with landscaping providing relief around the driveway.
- 2.2.4 Front boundary treatment to Fitzwilliam Street is to be essentially replicated from adjacent boundary details.
- 2.2.5 Side boundaries between properties to the frontage are to be in a similar height to the front boundary wall with a transition to 2m high timber fencing between concrete posts and a gravel board taking place at the rear (similar fencing to the separating the site from 40 Fitzwilliam Street).
- 2.2.6 The surface finish of the driveway are expected to be in black tarmac with falls either to adjacent soft landscaping or to strip drainage discharging to soakaways.

2.3 Scale

- 2.3.1 The proposed dwellings will be slightly larger in size (in plan) compared with its immediate neighbours given the constricting nature of the internal car ports even though available ground floor area would be similar to adjacent properties.
- 2.3.2 The scale of the frontages of the properties is broadly in line with adjacent properties although there is a slight distortion in the scaling across the frontages given item 2.3.1.
- 2.3.3 The ridge of the building is in the worse case some 8.7m high (given the sloping nature of the site this increases to 9.3m in the worst case scenario) which making it broadly comparable in height with its neighbours, although the proposals would be slightly taller than the neighbours given the increased depth of the properties.
- 2.3.4 The front gardens of the proposed dwellings fronting the private drive providing varying degrees of garden area exclusive of pedestrian access and vehicular parking requirements (this area) to each plot, again, broadly in line with adjacent properties given that a similar building line is utilised, although this would be slightly smaller given that adjacent properties do not have front vehicular access.
- 2.3.5 The rear amenity space of the proposals varies from at least 60m² to 64.1m². All properties are in line with the South Yorkshire Residential Design Guide for rear amenity space.

2.4 Landscaping

- 2.4.1 The existing site is currently set to grass with a small planted area present to the rear containing some bushes, conifers and a small tree (type undetermined). We proposed to remove this planted area as part of the proposals given their, generally, poor quality.
- 2.4.2 Generally, front garden areas are to be set to grass where access for vehicles or pedestrians is not required.
- 2.4.3 Generally, rear garden areas are to be set to grass with a 600mm planted border set to the perimeter of the grassed area.

2.5 Appearance

- 2.5.1 The design concept was furthered to a pre-application discussion with the Planning Officer. Our initial thought was to replicate the "56 to 64" block, with an internal layout to suit current building regulations. Given the advice that two pairs of semi-detached would be preferable, we sought to replicate some of the detailing from the "56 to 64" block but altered to allow the increased building regulation and car parking requirements.

2.5 Appearance (Continued)

- 2.5.2 In this vein, the blocks are symmetrical around the boundaries with pediment detailed front facing gables utilised which replicates that present on 60 Fitzwilliam street. A similar cross-glazed round window and stone detailing, including a raised cill detail is replicated throughout onto the proposals.
- 2.5.3 The parapet detail has only been replicated onto the side gable slope given the issues (and visual impact) of having two opposing parapets in close proximity.
- 2.5.4 The use of materials implemented as proposed have been chosen to reflect the materials used in this part of the conservation area although we have proposed the use of brickwork to side and rear elevations given its use in the immediate area.
- 2.5.5 Roof materials to be as per other roof materials in the area, which seem to be predominantly a grey slate.
- 2.5.6 Windows and rainwater goods to be in white uPVC with black uPVC gutters and downpipes and a composite front door (colour to clients choice). It is accepted that the "56 to 64" block has timber detailing but this is a listed building whereas the adjacent "36 to 40" block, whilst similar in detailing also, as a non-listed building in the conservation area, have the use of uPVC windows doors and rainwater goods.
- 2.5.7 All of the above materials are to assessed within the bounds of a Discharge of Planning Conditions Application if further detail cannot be supplied.

3. Access

3.1 Access to the transport network

- 3.1.1 The site is located on Fitzwilliam Street, the main road through Elsecar connecting the M1 and Hoyland with Brampton Bierlow/Wath. As a result this road tends to be fairly busy at peak periods although not overly busy outside of these periods.
- 3.1.2 Public transport is catered for in the immediate locality giving excellent access to Rotherham, Barnsley and Wath upon Dearne and beyond through the public transport network from bus stops placed on Fitzwilliam Street.
- 3.1.3 The bus stops are located around 100m away for services to Barnsley, 150m away for services to Rotherham and 250m away for Services including Wath upon Dearne.
- 3.1.4 It should be noted that although Fitzwilliam Street is generally busy at peak periods, the road is generally easy to cross given that the road has a 30mph speed limit.

3.2 Car Provision

- 3.2.1 Proposed driveways are designed allowing for two vehicle hard standing spaces in front of each property (in tandem) extending under the building into an open car port.
- 3.2.2 The site as designed accommodates the minimum number of car parking required by Barnsley MBC for four bed properties in the above description.
- 3.2.3 No access gates are to be allowed for in the above scheme.

JOHN BOX ASSOCIATES

January 2017

