Design and Access Statement
Proposed Detached House
103a Ingsfield Lane
Barnsley
S63 8EB

ANDY CUDWORTH ARCHITECTURE
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DESIGN

OUTLINE OF THE SITE

The site fronts onto Ingsfield Lane. The street is generally made up of town houses and semi detached red brick houses with on street parking and private parking areas to some dwellings.

The total site area is 180sq/M and lies within an area designated by the local authority for housing development.

SITE DEVELOPMENT POTENTIAL

As the site is in a well established housing area, only housing use has been explored, as other uses would be considered detrimental to the existing neighbours. A previous application was refused for a bungalow. Informal discussions during that application suggest that a detached house would be acceptable. The reasons for this were so that it would be in keeping with local two storey houses and provide parking and garden space.

USE

It has previously been established that housing use is most appropriate.

AMOUNT

The amount of development has been designed so that it reflects the density of those surrounding properties.

The size and scale of the dwelling is designed to be in keeping with those in the locality and within a size of dwelling that makes sale prices for the dwellings economically viable given the local real estate prices and local consumer housing requirements.

LAYOUT

The width of the site is 6.3 metres. It will therefore comfortably accommodate an average house. The depth of the plot is also generous by todays standards and will accommodate the dwelling and provide rear private amenity space of 76sqM. The garden area of the proposed dwelling is mainly to the rear.

The siting of the dwellings has been considered to take into account minimum overlooking distances and these standards are comfortably met.
The aspects of the dwelling is designed to be front and rear facing to give outlook into the street scene and also from the main living room into the private amenity space. Having these aspects allows for adequate outlook into such areas so as to provide security to both the private and public spaces.

Parking is provided to the front of the site to give the minimal amount of disturbance to adjoining owners. This access reflects the previously approved access to ther nearby dwellings. This allows for two parking spaces.

The dwelling is set in line with the front of the adjacent properties to give a look in keeping with the traditional local vernacular.

SCALE

The material, shape and scale of windows and doors have been chosen to match the traditional scale of those in the neighbourhood. The size of the proposed dwelling is also of a modest scale for dwellings in this street, as they match the characteristics of other properties in the street and nearby.

LANDSCAPING/AMENITY SPACE

There is no existing landscaping of the site of any valuable public interest. The main areas of the site are grass and low level shrubs. There are to be retained where possible, however the majority of the main application site is to be laid to lawn.

The side of the house will have 900mm wide footpath leading to the rear of the property.

Private amenity space (rear garden) is 76sq/M or more.

No trees are proposed to be removed as a result of this proposal.

The rear garden is proposed laid to lawn with stone flagged patio area. The front garden has a small area of low level shrubs in a border and driveway in permeable block paving. No other landscaping details are proposed.

APPEARANCE

The dwelling is generally designed within the constraints of the existing dwellings in the area. However subtle elements in the design are employed to give the property a certain amount of individuality and identity.
The external walls are to be in red facing brickwork to match other nearby properties. Grey concrete tile roofs. The windows are intended to be in white pvcu. Fascias in black grey pvc.

ACCESS

Two car parking spaces are included to the dwelling.

The site will be accessed for vehicular traffic from the side access road and pedestrian from a footpath off Ingsfield Lane, to the front of the house.

Access into and around the interior of the dwellings will provide movement that complies with standards as set out in current building regulations legislation part M. There will be no access constraints to living areas with regards social, ethnic and mobility positions. Access to the site will not prejudice any particular group in this case.

Public transport links in the area are good. There are numerous local bus services which can be accessed at nearby bus stops within 200m. These bus routes serve access to nearby local amenities/services and Rotherham & Barnsley town centres, from where local and national services can be utilised. Road links are good, with the M1 within 15 minutes drive.

Local roads are in good repair and vehicular access to the site from main roads is very good. No specific climatic disadvantages are envisaged due to seasonal conditions, as vehicular access is not detrimentally compromised in this way.

The following policy has been consulted in relation to this proposal, however this is not an exhaustive list.

Relevant sections of the Core Strategy within the
Local Development Framework.

Namely…

Sustainable Development
CSP1 Sustainable Development
The Location of Development
CSP3 The location of development
Meeting People's Needs
CSP27 The number of new homes to be built
CSP28 The distribution of new homes
CSP29 Affordable housing
CSP30 Housing Market Regeneration
Local Character
CSP35 The Historic Environment
CSP36 Development in rural areas
Improving the Quality of Design
CSP38 Design
Green Infrastructure and biodiversity
CSP40 Green Infrastructure
CSP41 Protection of Green Belt
CSP42 Green Space
CSP43 Biodiversity and Geodiversity
CSP44 Landscape Character
Climate Change
CSP45 Climate change
CSP46 Flood risk
Waste and Recycling
CSP50 Waste and recycling

Date...1/8/19..... Signed.....A Cudworth...

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