
PROPOSED RESIDENTIAL DEVELOPMENT

at

**LAND ADJACENT
24 LUND CLOSE
LUNDWOOD
BARNSELY**

**For
MR D LUMB**

DESIGN AND ACCESS STATEMENT

Prepared by

WHITE AGUS LIMITED

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1 BACKGROUND

This application is for two storey dwelling with integral, garage with associated access, parking.

2 THE SITE

The application site is situated at the end of Lund Close, a short cul-de-sac in Lundwood.

The site is steeply sloping with embankment on the northern and western boundaries.

The area generally is residential in nature with traditionally build houses and bungalows within the immediate vicinity of the site.



The view of the site above shows the site boundary fence to 11 Lund Close when works originally commenced on the site. 24 Lund Close has been completed and the outline or the foundations to a second dwelling can be seen.

The broken red line is the approximate line of the recently constructed brick wall.

THE PROPOSALS & DESIGN CONSIDERATIONS

The principal of a development of two dwellings has been established by the granting of Town & Country Planning consents.

However, progressively restrictive Planning Policies has reduced the scope of development that is possible on the site

This proposal is for a single dwelling to meet the needs of the Applicant and his immediate family including a disabled daughter.

Access will be directly from Lund Close and will not cause any difficulties with regard to highway safety.

The proposals for residential development of the site as shown on the submitted proposals complies with Policies within the Local Plan in that it causes no significant harm to the local environment and does not create any Planning difficulties.

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 regarding separation from adjoining buildings, footways, highways, site topography and scale of surrounding features. The living accommodation has been placed to take advantage of the extensive views from the site to the south.

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 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.

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 complements that of the existing buildings in the locality.

Materials that will be chosen will be appropriate for the location while at the same time being sympathetic to the existing buildings in the locality and the immediate surroundings.

3 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.

4 PLANNING POLICY

The site is within a Housing Policy Area. These defined on the proposals map to remain predominantly in residential use.

The principal that the site is suitable for residential purposes has also been established by virtue of the earlier approvals.

The proposals will not create additional, unacceptable loss of privacy or nuisance due to noise, light or traffic.

5 ACCESS

The access to the site will be direct from an adopted highway with suitable gradients. There is existing dropped kerbs to the site and footway crossing

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.

Drive widths are in accordance with the Highway Engineers requirements and include a turning provision 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).

6 ASSESSMENT

The proposal is within the settlement of Lundwod 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 Local Plan 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.
