PLANNING, DESIGN AND ACCESS STATEMENT

Proposed Erection of 2 No. Dwellings
Adjacent to 18 Kingswood Crescent
Hoyland
Barnsley

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1. INTRODUCTION

This statement has been prepared by Freeman Consultancy on behalf of Beckett, Beckett and Johnson Property Partnership. The statement has been prepared to accompany and support a planning application made in respect of the development of 2 No. dwellings to be sited on land adjacent to 18 Kingswood Crescent, Hoyland.

The statement has been written in accordance with Government Circular 01/2006 'Guidance on Changes to the Development Control System', Section 3, 'Design and Access Statements' which became mandatory on 10 August 2006 in order to ensure the creation of high quality places that are inclusive, practical and attractive.

In this supporting statement, the planning merits associated with the proposed amended development project will be appraised and it will be demonstrated that there are considerable benefits for the new proposals for the site, with no impacts that would cause significant demonstrable harm to the locality. The site is assessed in terms of its individual characteristics and its relationship to the wider locality.

2. SITE CONTEXT

2.1 Site Features

The application site is on the junction of Lilac Crescent and Kingswood Crescent. Kingswood and Lilac Crescents are distributor estate roads within the Barnsley borough. The site at present is vacant, and previously used for vehicular garaging/parking.

The application site has an approximate area of 0.054Ha in total.

Access to public transport is readily available and within walking distance, allowing access to Hoyland centre and local and regional amenities.

Vehicle access to the whole site is from Lilac Crescent to 2 No. spaces per dwelling; with an additional visitor space provided. The new access proposals allows for security and surveillance, overlooked from the rear of the proposed properties.

Each property will have the potential for bicycle storage within the rear garden of the plot, accessed from the vehicle parking area and frontage road.

Pedestrian access will be via both Kingswood Crescent and the adjacent parking area.

2.2 Immediate Context

Surrounding the site are residential properties, predominantly semi-detached dwellings.

The site is positioned in a highly sustainable location, well related to the main road network, approximately 0.5 miles from Hoyland Centre and is well served by public transport.

2.3 Local Area Characteristics

It is considered that the area has the following characteristics:

- Medium to high density residential accommodation, including terraced housing, semi-detached properties and flats.
- The use of predominantly brickwork and concrete tiles in construction.

3. DESIGN AND ACCESS PRINCIPLES

3.1 Structure

The structure of the scheme is to be of a high quality build of brick and tile and to compliment the surrounding area.

3.2 Streetscape and Landscaping

The site at present is vacant, therefore there are no significant landscaping features and as such can be a condition to any subsequent planning approval.

3.3 Density

The proposed development site area is approximately 0.054Ha. Two dwellings are proposed; with the rest of the site used for car parking and residential amenity areas.

3.4 Layout

The proposed buildings are to compliment the neighbouring residential properties and are to be constructed in facing bricks and dwellings to have interlocking concrete tiled roofs. The layout provides ample amenity space for the residents about the buildings and externally.

3.5 Scale

The scale of the development relates to the height, width and length of buildings in relation to the surroundings. The proposed dwellings are two-storey buildings and with a ground to ridge height of approximately 8.5m, which is in keeping with the neighbouring properties.

A minimum of 5 No. parking spaces are to be provided. Two for each individual house, and an additional visitor space, which we feel will alleviate the need for on-street parking and potential conflict on site with visitor parking provision.

3.6 Appearance

It is proposed to provide a residential development that will blend in with the surrounding area. It is proposed that the buildings will be constructed in facing brick and concrete tiles.

Boundary treatments are to be as follows:

The proposed boundary to Kingswood Crescent is to be a brick wall to the rear of the footway verge.

Boundary treatments between each individual plot are to be 1.8m high close boarded timber fencing for security and privacy purposes. The boundary wall to Lilac Crescent is to have a low brick wall.

3.7 Vehicular and Transportation Links

The site provides easy access to the public transport network. Therefore residents and visitors will be able to access the development by means other than private motor vehicle.

Hoyland town centre is approximately 0.5 miles from the site.

3.8 Accessibility

The vehicle access to the proposed development will be from Lilac Crescent. Where required a ramp is to be constructed to the principal entrance to allow access into the dwellings with level area to principal door entrance to comply with Part M of the Building Regulations.

Paths and driveways:
All paths and/or driveways to be hard surfaced laid with flush fitting joints. The use of gravel or a similar loose granular material would not be acceptable. No gradient to exceed 1:12. All paths to include the following features:
- at least 1.0m wide
- no gradient exceeding 1:12
- non-slip surfaces and no loose granular materials

Bin stores:
The height to the aperture should not exceed 950mm and 1200mm to any handle.

3.9 Parking

The proposal makes provision for 5 No. off-street parking spaces, two for the dwellings and a visitor space. We feel this will alleviate the problems of on-street parking to both Kingswood and Lilac Crescents.

Given the close proximity to the town centre, the availability and ease of access to public transport, the promotion of sustainable modes of transport such as cycling and walking it is considered that this quantity is satisfactory.

4. PLANNING POLICY CONTEXT AND CONSULTATION

The Barnsley Development Plan provides planning policy for the borough controlling the future use and development of land relative to local circumstances.

Consultations and correspondence through emails with Rachael Roddis of the Local Authority Planning Department have taken place to ascertain the most viable and complementary scheme for the location.

Consultations have also been undertaken by the client with the local residents, who would want to see he site developed for residential use.

5. CONTAMINATION

There is no record of the site having former usage to cause contamination however ground appraisal will be carried out as part of normal procedures

6. DRAINAGE AND FLOOD RISK

It is intended to connect the properties to the existing public foul sewers and consultation is taking place with Yorkshire Water.

Sustainable drainage systems will be adopted to deal with surface water runoff as far as practically possible. Further investigations will include ground percolation testing and if necessary surface water balancing will be considered in order to retain water to meet an allowable discharge rate into public sewers if soakaways are unviable.

The site is not prone to flooding from open plains or watercourses within the area.

7. CONCLUSION

The layout and design principles of the proposal have evolved following a careful assessment of the character and structure of the site, the surrounding area, demographics and planning policy documents, along with consultations with the Local Authority Planning Officer for the area.

It is considered that the scheme provides a suitable accessible proposal with regard to:

- Part M
- Vehicle and bicycle provision

In addition, the proposed vehicle access is compact and has reasonable security.

Finally the proposals will comply with the policies of the unitary development plan through sympathetic and acceptable development.