
**TOWN & COUNTRY PLANNING
APPLICATION FOR RESIDENTIAL
DEVELOPMENT**

on

**LAND AT BACK LANE WEST
ROYSTON, BARNSELY**

For

MASON BUILDING CONTRACTORS LTD

DESIGN AND ACCESS STATEMENT

Prepared by

WHITE AGUS PARTNERSHIP

1 BACKGROUND

This Statement is in support of a Full Town & Country planning application for residential development on land at Back Lane West, Royston., Barnsley.

Outline Town and Country planning approval was granted by Barnsley M.B.C. on 6th May 2009 (Application ref 2009/0012) for a total of 10 dwellings with the following matters reserved:-

- Scale of the buildings
- The design and external appearance of the proposed development
- Landscaping.

This approval related to a larger site area that is shown as a hatched area on the plan below.



The scheme granted Outline Approval indicated the site was to be developed in two distinct areas, shown as Site A & Site B, each comprising developments of five dwellings off two access points. It is proposed that each half of the development will be carried out separately.

Full Town & Country Planning approval has been granted for Site A.

This does not cause significant planning issues as each parcel of land is capable of independent development without compromising the other.

2 THE SITE

The application site is situated at the eastern end of Royston, a village in the Metropolitan borough of Barnsley in South Yorkshire, England. The site area is 0.13 hectares or thereabouts.

The land, as identified on the drawings submitted with the application, is situated to the rear of existing terraced properties to the north of High Street and to the west of Back Lane West.



The site lies on the western edge of Royston within an established residential area.



View of the site from the west.

Back Lane West is an adopted highway and runs along eastern boundary with Currently the site has no vehicular access points and the former pedestrian access via the former Railway Public House site will be closed as part of the ongoing development on the adjacent land to the west.

There are no existing buildings on the site to be demolished.

The site is zoned as Housing Policy Area on the UDP.

The main residential, commercial and retail areas of Royston lie to the east of the site.

The area is predominantly residential in nature with general shops and post office a short distance away in Royston.

Public transport is available a short distance from the site with frequent services into Barnsley.

3 THE PROPOSALS & DESIGN CONSIDERATIONS

The proposals include the construction of four detached dwellings with access directly from Back Lane West via a new access to be constructed from the existing highway.

The existing buildings are to be demolished. The existing public house has undergone extensive alterations and extensions over the years, and has been damaged extensively by water penetration. The option of retaining the building for conversion to residential purposes was considered.

The site access and layout for five dwellings was approved at outline planning stage and although this is a full application and the number of dwellings has been reduced and configuration changed, the principles and basic layout principles remain the same.

The proposals have regard to the policies and proposals contained in the UDP particularly with regard to

Policy H8A

Policy H8D

SPG3 – Infill Development

Policy H8A

THE SCALE, LAYOUT, HEIGHT AND DESIGN OF ALL NEW DWELLINGS PROPOSED WITHIN THE EXISTING RESIDENTIAL AREAS MUST ENSURE THAT THE LIVING CONDITIONS AND OVERALL STANDARDS OF RESIDENTIAL AMENITY ARE PROVIDED OR MAINTAINED TO AN ACCEPTABLE LEVEL BOTH FOR NEW RESIDENTS AND THOSE EXISTING, PARTICULARLY IN RESPECT OF THE LEVELS OF MUTUAL PRIVACY, LANDSCAPING AND ACCESS ARRANGEMENTS.

The traditional two properties proposed are compatible with the general context of residential properties in the locality. The separation distances proposed exceed the minimum guideline requirements set out by Barnsley M.B.C. in the UDP. The siting of

the buildings proposed will not cause unacceptable overshadowing, overlooking or loss of privacy.

The access proposals are as follows:

-A new entrance will be formed from (as approved at outline stage) t to serve a maximum of 5 new dwellings from a private drive.

The scale and appearance of the proposed dwellings was considered in the context of surrounding properties and recent local residential developments, examples are shown below.



Adjacent Site Viewed from High Street with Traditional With Two Storey Brick Built Semi-detached Dwellings Beyond



Rear of Terraced Properties to High Street to the South of the Site



Dwellings In the Locality on Westfields



Dwellings Recently Completed On High Street to the East of the Site



Artist Impression of Development on Site to the West

The style and appearance of the dwellings proposed sits comfortably with the properties immediately adjacent the site and in the locality in general. They will also make a positive contribution to the street scene in the context of the red brick dwellings adjacent and the 4 terraced properties to High Street.

Policy H8D

PLANNING PERMISSION FOR INFILL, BACKLAND OR TANDEM DEVELOPMENT INVOLVING SINGLE OR A SMALL NUMBER OF DWELLINGS WITHIN EXISTING RESIDENTIAL AREAS WILL ONLY BE GRANTED WHERE DEVELOPMENT WOULD NOT RESULT IN HARM TO THE LOCAL ENVIRONMENT OR THE AMENITIES OF EXISTING RESIDENTS, CREATE TRAFFIC PROBLEMS OR PREJUDICE THE POSSIBLE FUTURE DEVELOPMENT OF A LARGER AREA OF LAND.

It has been shown, by reference to the Outline approval that these criteria have been met with no harm caused to the local environment, amenities of residents or traffic problems.

In particular it has been shown that the requirements regarding minimum separation distance between existing and proposed dwellings are exceeded.

in harm or loss of amenity to the local environment or amenity of existing residents.

When designing the layout of the proposed dwellings reference was made to the siting of buildings approved under the earlier application referred to above.

The size proposed for each 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 buildings has been designed with regard to separation from adjoining buildings, footways, highways, site topography and scale of surrounding features. IN addition, these aspects were discussed with the Planning Officer at Outline Planning stage.

The size and location of openings has been determined with full regard to the scale of building, and 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 scheme has been designed with a view to providing visually attractive aspects from both traffic routes and pedestrian footways.

The layout of the development was governed by the location of the proposed access points, 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 cul-de-sacs are short in length and do 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 roads to maximise the natural surveillance. Further, main windows from the proposed dwellings may be positioned to provide views over the access roads.

The scheme will provide housing at a density of approximately 44dph. This is within the range recommended and set out in PPG3 and is considered appropriate in terms of density when assessed in relation to the character of the site and surrounding areas

4 SOCIAL & ECONOMIC CONTEXT

Due to the modest scale of the development there will be no significant impact upon local services.

5 ACCESS

Access to the site will be via a private drive from Back Lane West.

The site is generally reasonably level and it is intended that approaches to the entrance doors will meet the requirements of Part M of the Building Regulations with regard to either a 'level' or 'ramped' approach from the footway and parking areas.

The access to the site and turning area will be constructed to appropriate Local Authority standards. The location of the access points have been positioned to provide a safe and efficient layout.

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 an existing settlement and therefore complies with Local and National policies relating to residential development.

The development of the site will not impact on land safeguarded on the UDP 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.
