

DESIGN & ACCESS STATEMENT

Relating to Proposed Erection of Two Apartments, Junction of Rockingham Street with Burton Street, Barnsley.

Applicant: Mr K Hirst.

1. Introduction.

- 1.1 This is a detailed Design & Access Statement to support the submission of a formal planning application for the above-mentioned development and has been prepared by Simon M Elliott - Dip URP of SEA Planning Limited.
- 1.2 The purpose of this Design & Access Statement is to highlight the relevant and material considerations that need to be taken into account by the Local Planning Authority (LPA) relating to the design and external appearance of the proposed development. The statement looks at the proposed building and its relationship with the surrounding premises and the character of the wider area. The design of the proposed apartments is sympathetic to the character of the area and the scale of the dwellings immediately adjacent to the site. The principle of this proposal and its external appearance are therefore considered to be acceptable in all respects. The statement also highlights the particular characteristics of the proposed access into the site to serve the new dwelling units.
- 1.3 The proposal involves the construction of a new building at the junction of Rockingham Street with Burton Street to form two separate apartments. The apartment on the first floor will also involve the use of the roof void to provide additional floorspace. It is considered that the proposed development accords with the requirements and guidance given in the Council's UDP and should therefore be acceptable to the Council.

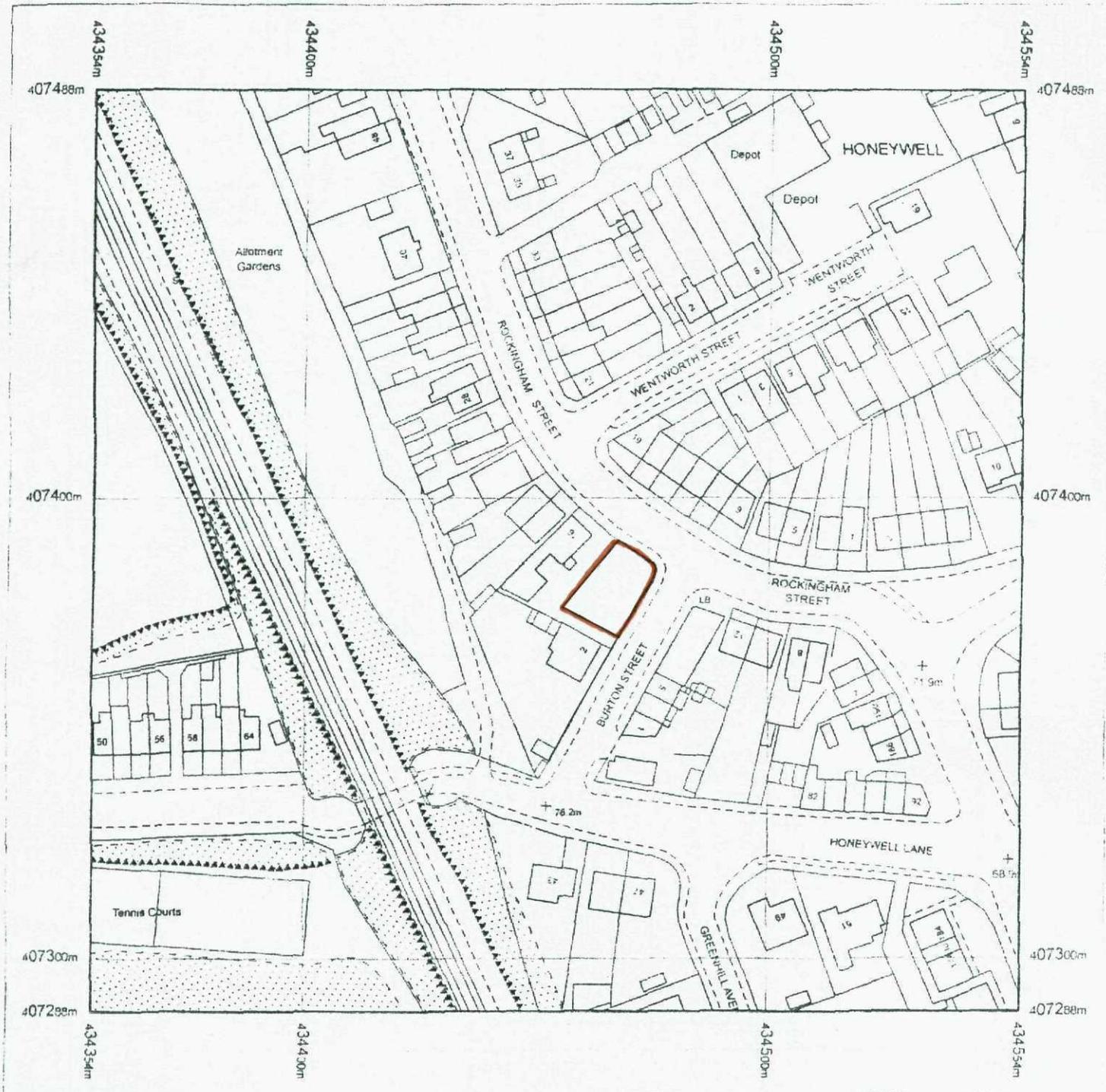
1. Design of the Proposed Development.

- 1.1** *The site of the proposed development lies at the junction of Rockingham Street with Burton Street, within this predominantly residential area. The apartment building has been designed to a very high standard to accord with the Council's current standards and guidelines and is proposed to be of a similar scale to the neighbouring property at 16 Rockingham Street, including the use of the roof void but is to be set at a lower level than that dwelling. The dwellings in the area are predominantly two-storey dwellings of all types and the proposed development is not considered to accord with the general character and scale of the buildings in the area.*
- 1.2** *The application site is currently enclosed by high retaining walls and the land level is higher than the adjacent pavement. However, the walls abutting the pavement are to be reduced in height and the land level reduced so that the ground floor level will be only slightly higher than the pavement level, as shown on the submitted details. This will reduce the impact of the development on the street scene and help it to blend in better with its surroundings than it would if set on top of the land as it is at present.*
- 1.3** *The design of the apartments is proposed to generally match the character of the older houses in the area and would be built on a similar building line as the adjacent properties as well. The side elevation of the proposed building has been set back away from the pavement along Burton Street to ensure that a small side garden area can be provided and so that the building is not viewed as being overly prominent within the street scene.*

- 1.4 The standard of external materials to be used on this dwelling will be high, with the following facing bricks, roof tiles and associated elements of the building being used: 1. Bricks to be Carlton Red Civic Multi. 2. Roof tiles to be Marley Modern flat profile grey tiles. 3. Lintels and sills to the openings on the front elevation to be buff coloured artificial stone heads and sills, with brick on end used above and below the windows to the side and rear elevations. 4. Brindle coloured block paving to be used to the parking spaces, with that area drained to a soakaway. 5. The retaining wall between the apartments and number 16 Rockingham Street will be constructed using the same bricks to be used on the apartment building as will the boundary wall that will enclose the front and side boundaries adjacent to the pavement, which will accord with the details shown on the submitted plans. The window and door frames are to be formed using white uPVC, with white fascia boards and soffits to match, with black plastic gutters and down pipes.
- 1.5 The design and layout of the proposed development replicates that of the previously approved outline planning permission for a single dwelling on this plot and with the use of the facing materials and associated materials as specified above this is considered to be an acceptable form of development on this site.

2. Access Considerations.

- 2.1 In terms of the access drive that will serve the proposed development there is currently a single width driveway that serves number 16 Rockingham Street (off Burton Street) and it is proposed that the access drive and parking spaces to serve the apartments will be formed adjacent to that driveway.
- 2.2 Burton Road is almost level and the adjacent access and parking area appear to work very well and it is considered that there should be no objections to the formation of a new access to serve the proposed development alongside the existing one. The parking space will accommodate the parking of two cars, which will work effectively for the future occupiers of the apartments and also provides a rear access to the amenity area that will be formed for the residents as well.
- 2.3 As mentioned above, the occupiers of the apartments will be provided with one parking space each, adjacent to the rear garden area, which is in line with, and in many cases exceeds, the car parking facilities that serve the other dwellings in the area. It is also considered that the parking provision for these dwellings accords with the Council's current standards for dwelling units of this type and size.
- 2.4 It is considered that the access arrangements to serve the proposed development and the formation of a new dropped crossing as shown will not have any material detriment on the amenities of neighbouring residents, or the interests of highway safety. The vehicular traffic associated with the proposed apartments will not represent a significant increase in the traffic on the highway and as this replicates the neighbouring access arrangements it is considered that there should be no objections from a highway safety viewpoint.



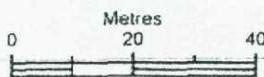
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