

Design and Access Statement

DATE: November 2024

Reference: 24-019_D&A

Revision: -

PRIORY ROAD, BOLTON UPON DEARNE

Stor_

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1.0 Introduction

1.0 Introduction

1.1 Executive Summary

This Design & Access Statement has been prepared by Stor_ on behalf of Eagle Properties & Development Ltd. (the Applicant) in support of an application for approval of all matters reserved by condition 2 of outline planning permission 2022/0272 for the demolition of an existing church and development of six dwellings.

Eagle Properties & Development Ltd. have tasked Stor_ with developing a design for six dwellings that meets the key brief criteria of quality, robustness and efficiency to maximise the site's potential whilst working within the constraints of the outline approval of 2023.

The proposal creates a contemporary set of dwellings, with crisp detailing that acknowledge the vernacular whilst delivering high quality new housing for Bolton Upon Dearne that meets the Local and National criteria and standards.



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1.0 Introduction

1.2 Project Team

A suitably qualified and experienced professional team is critical to the project's overall success. The client has appointed a design team with depth of experience in the sector and the skill, knowledge and experience of commercial developments in urban settings suitable for undertaking a project of this type.

Architect

Stor_ is a newly established architecture and design studio with a clear focus on delivering people focused spaces for people to live, learn, work and socialise in. The human element of space and form is what drives the practice's approach. People are inherently at the heart of everything we do so design has to respond to the human experience, its impossible for it not to.

This relationship is no more or less important in any building typology but it is perhaps brought into sharper focus in a development of this type. It is our responsibility as a design team to create homes for people. Places where people can live and interact with each other in an environment that is safe and secure, which is optimised for their wellbeing, and ultimately is a home, not just a house.

Stor_ 's Founder / Director has a wealth of experience across the residential sector, from small scale domestic work through volumetric student accommodation, to large scale, city centre, multi-unit build-to-rent schemes.

Stor_ project shown adjacent:
Drayton Road Care Home, Norwich



2.0 Site Context / Analysis

2.0 Site Context / Analysis

2.1 Planning History

The site is the subject of an outline approval for the development of 6 dwellings, determined in February 2023:

2022/0272
Outline application for demolition of existing church and development of 6 dwellings (All Matters Reserved)



BARNSELEY
Metropolitan Borough Council

Growth and Sustainability
Regeneration and Culture
Planning, Policy and Building Control

GRANT OF OUTLINE PLANNING PERMISSION

TOWN AND COUNTRY PLANNING ACT 1990

APPLICATION NO. 2022/0272

To Clay Architectural Designs Limited
Grove House
Lidsters Lane
South Anston
Sheffield
S25 5BB

DESCRIPTION Outline application for demolition of existing church and development of 6 dwellings (All Matters Reserved)

LOCATION Church of Our Lady of Perpetual Succour, Station Road, Bolton Upon Dearne, Rotherham, S63 8AD

Permission is **granted** for the proposals which were the subject of the Application and Plans registered by the Council on 11/04/2022 and described above.

The approval is subject on compliance with the following conditions:

- Application for approval of the matters reserved in Condition No. 2 shall be made to the Local Planning Authority before the expiration of three years from the date of this permission, and the development, hereby permitted, shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved.
Reason: In order to comply with the provision of Section 92 of the Town and Country Planning Act 1990.
- The development hereby permitted shall not be commenced unless and until approval of the following reserved matters has been obtained in writing from the Local Planning Authority:-
 - the layout of the proposed development.
 - scale of building(s)
 - the design and external appearance of the proposed development.
 - means of access
 - landscaping

Reason: In order to allow the Local Planning Authority to assess the details of the reserved matters with regard to the development plan and other material considerations.

PO Box 634, Barnsley, South Yorkshire S70 9GG



LABC



2.0 Site Context / Analysis

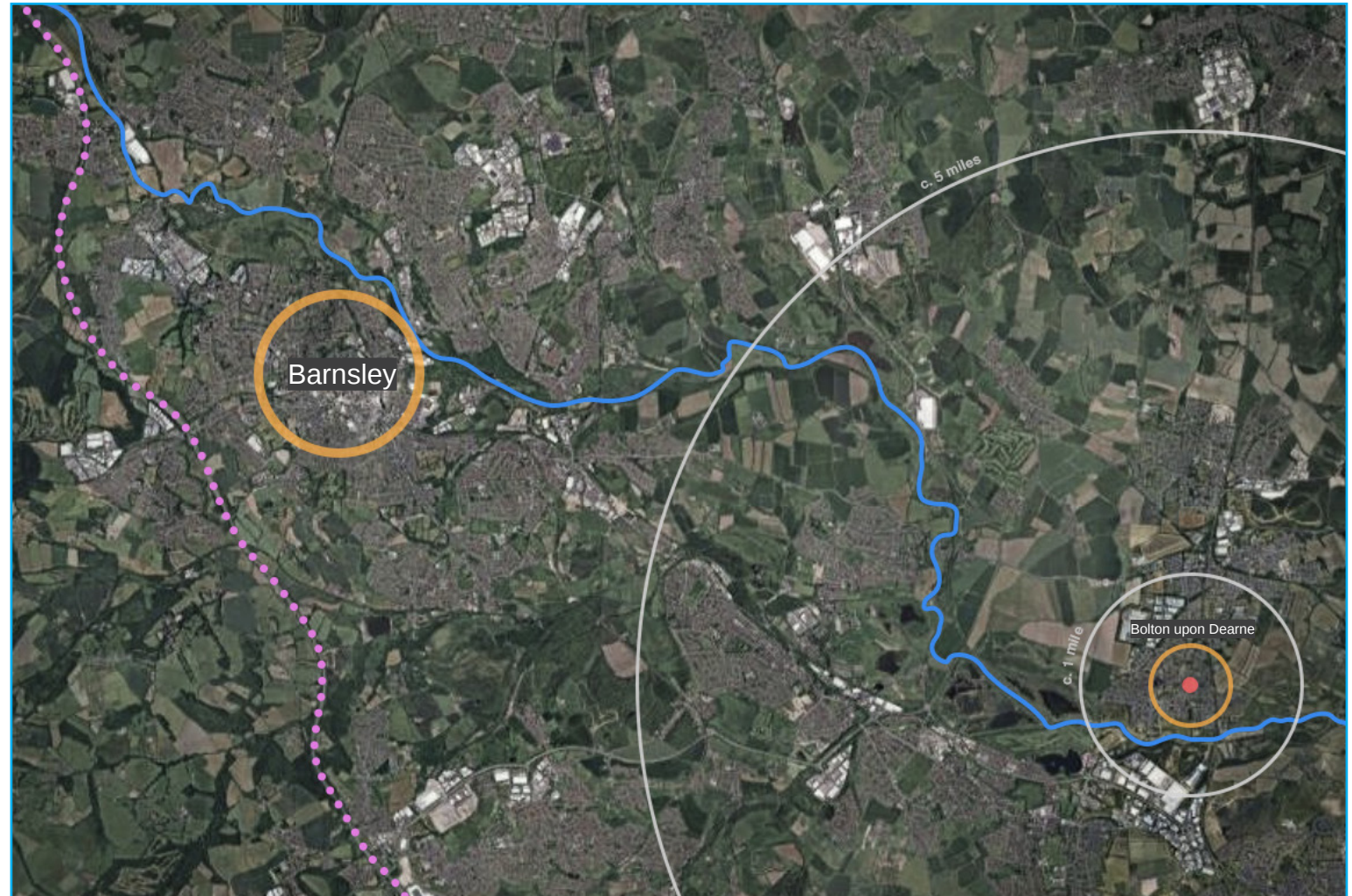
2.2 Site Context - Location

Location

Approximately eight miles east of the centre of Barnsley, the site is in the village of Bolton upon Dearne. The river Dearne runs past the south of the village and the M1 to the west. Doncaster (ten miles east) and Rotherham (eight miles south) are also close by.

Key:

-  Development site
-  River Dearne
-  M1 motorway



2.0 Site Context / Analysis

2.2 Site Context - Location



Macro Context

The site is approximately half a mile north of the River Dearne and is less than quarter of a mile to Bolton upon Dearne station to the east. The B6098 is closer still and connects the village with the surrounding towns of Barnsley, Rotherham, and Doncaster.



Meso Context

Station Road runs past the south of the site, with Priory Road to the east. Access to the B6098, the station and the centre of the village are all within a few minutes' walk. There are three recently built (last fifteen years) housing developments in the immediate vicinity as indicated by the green shading above.



Micro Context

The boundaries that don't face Station Road or Priory Road face onto the gables of the neighbouring properties (orange lines) and therefore present good opportunities to align with the existing built fabric. The immediately neighbouring properties are all dwellings.

2.0 Site Context / Analysis

2.2 Transport Links

Transport Links

The site is central in the village with bus routes and train links readily available within five minute's walk. Road links lead from the B6098 to surrounding towns, regional and national road infrastructure.

Key:

-  Development site
-  Bus stop
-  Bus routes to Thurnscoe to the north and Barnsley to south and west.
-  Railway; towards Pontefract to the north, and Rotherham and Sheffield to the south.
-  River Dearne

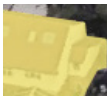


2.0 Site Context / Analysis

2.2 Building Use



Development
Site



Residential



Commercial



Religious



The area is dominated by residential property with a scattering of other uses; commercial, religious etc. When viewed in this context, the site represents a significant opportunity in the built fabric.

2.0 Site Context / Analysis

2.3 Site History

History of the site

Previously agricultural land, the site remained vacant whilst other development grew around it, up until the Catholic Church of Our Lady of Perpetual Succour was built, we suspect sometime in the 1960s. The church was vacated in the 1980s and was used as an aerial / electronics shop until its closure sometime in the late 2010s.

Bolton upon Dearne was an ancient parish which since the late 19th century and the introduction of the railway station has seen steady development to become the suburban village it is today.

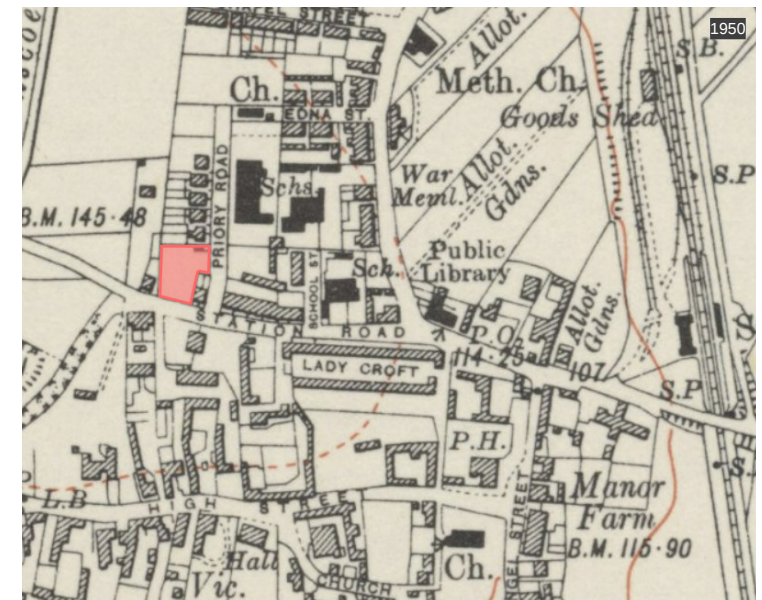
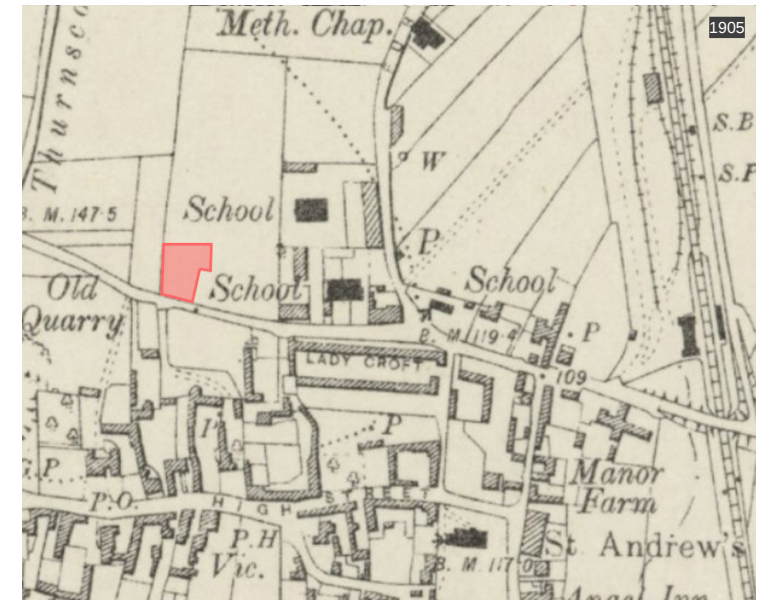


Photo adjacent is looking west along Station Road from the junction with Furlong Street

2.0 Site Context / Analysis

2.4 Local Character



Form

Generally, buildings are of 2-3 storeys maximum with masonry / render façades and pitched roofs. Terraced / semi-detached housing are a common typologies.

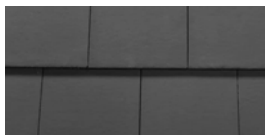
Materials

Masonry features heavily through use of stone and a mixture of brick tones (red / brown / buff). Render is also used extensively, examples on both old and new buildings are apparent. Roofs tend to be finished with grey tiles but there are some examples of red tiles in the vicinity.

Detailing

There are lots of examples of detailing around openings in the area, particularly on the newer housing, utilising soldier coursing, stack bonded elements or simply different brick tones. The older housing tends to achieve a similar aesthetic through the use of stone sills and lintels.

Local Material Palette



2.0 Site Context / Analysis

2.5 Station Road / Priory Road

Terraces / Semi-Detached / Frontage

Station Road and Priory Road have consistent frontage to the side of the road that the development site sits. The development site stands out as an anomaly on that side of the respective roads. In contrast, the opposite side of Station Road particularly is characterised by deep and irregular frontage, befitting the larger, predominantly detached properties.

This regularity on the development site side of Station Road and Priory Road presents an opportunity for the design proposals to align frontages and visually infill the gaps in the streetscape of both.

Key:



Terraced / Semi-detached housing



Development site



Irregular frontage



Regular frontage



Opportunities to align frontage



2.0 Site Context / Analysis

2.5 Station Road / Priory Road



Station Road

The neighbouring properties along Station Road all have pitched roofs that fall towards the road and a consistent eaves level. The mass of the elevations is visually broken down at ground floor window head / first floor level through the use of brickwork detailing and the tops of bay windows. When viewed in this context the site (orange) appears as a gap in the streetscape and would appear to be primed for infill as indicated by the dashed lines.



Priory Road

Similar to Station Road, the neighbouring properties all have pitched roofs falling towards the road with consistent eaves levels that like on Station Road, step up with the topography of the land. First floor delineation is dealt with via tops of bay windows and also change in material from masonry to render on some properties. Less apparent here, the site still appears as a gap in the streetscape.

2.0 Site Context / Analysis

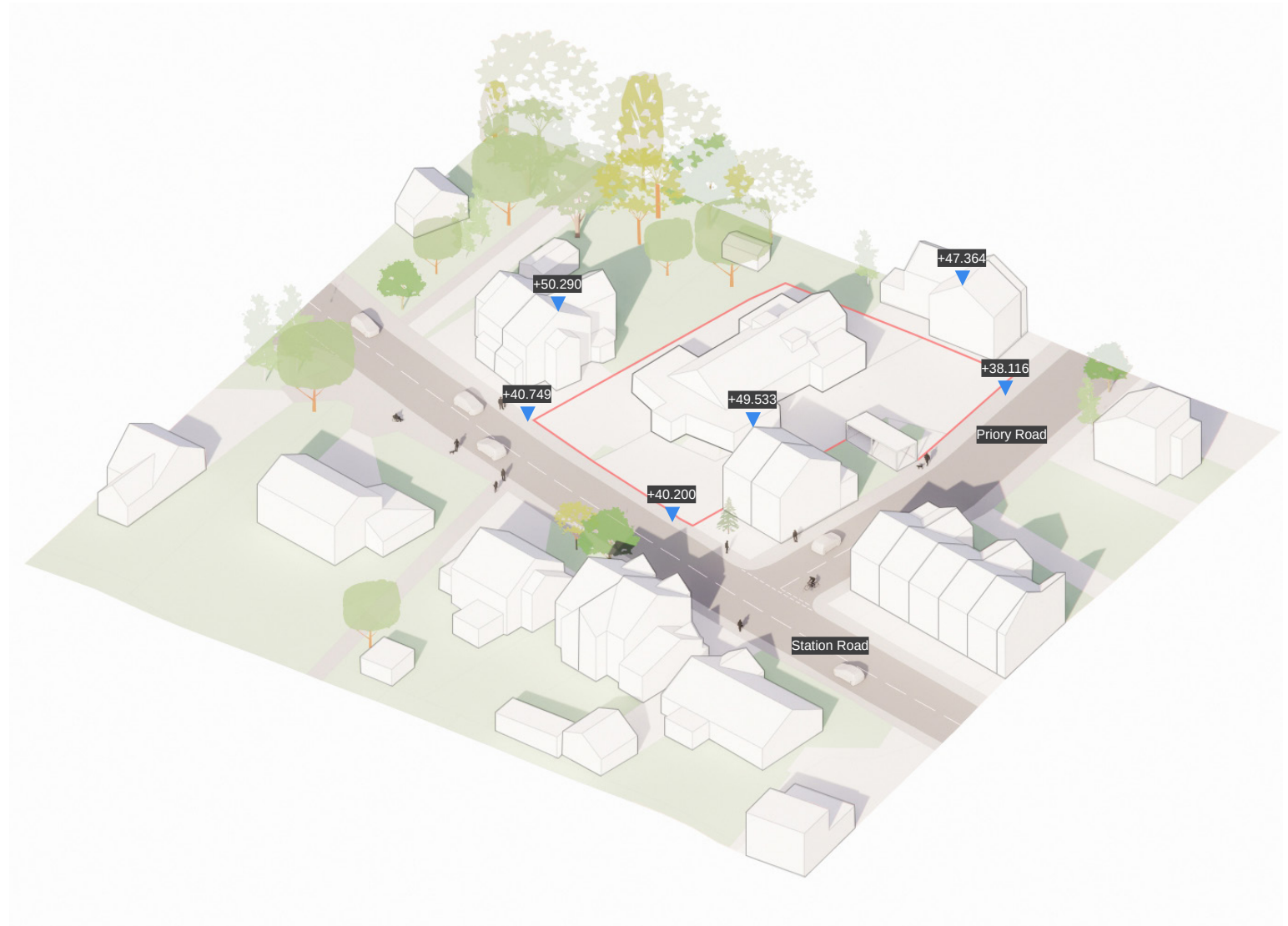
2.6 Heights / Levels

Heights / Levels

From the highest point on the Station Road pavement, outside the site to the northeast corner on Priory Road, the topography of the land drops away circa 2.5m. Ground levels are therefore challenging and need to be carefully considered in terms of visual impact, structural impact, safety, security and commercial viability.

Neighbouring ridge heights also inform the decision making for the design proposal so as not to under or over impact the streetscapes of both Station Road and Priory Road.

Existing and proposed site sections are appended to this document.



Key:

— Development site

2.0 Site Context / Analysis

2.7 Existing Drawings - Site Plan (NTS)

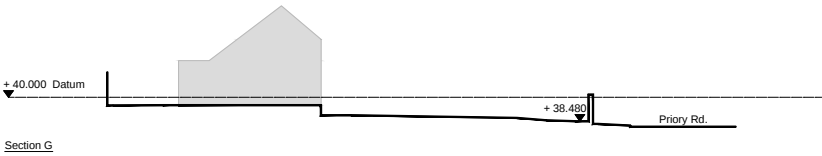
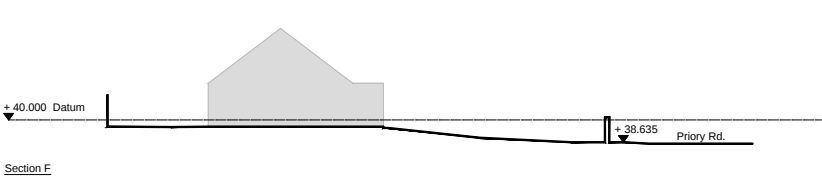
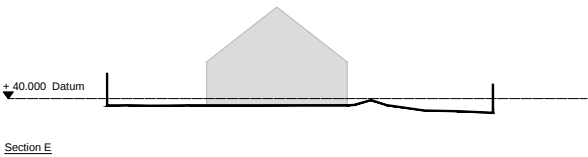
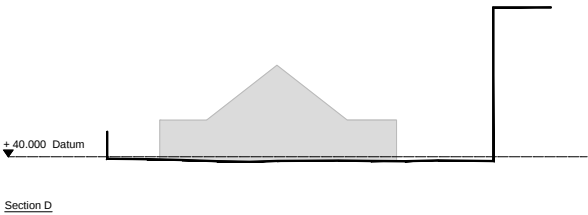
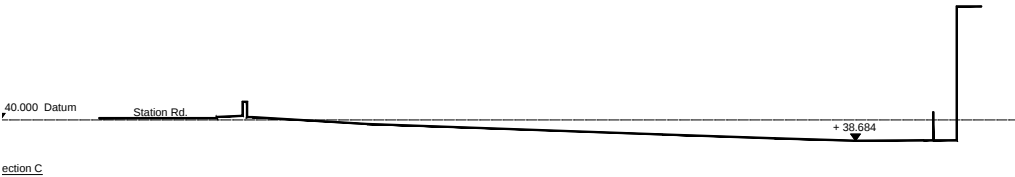
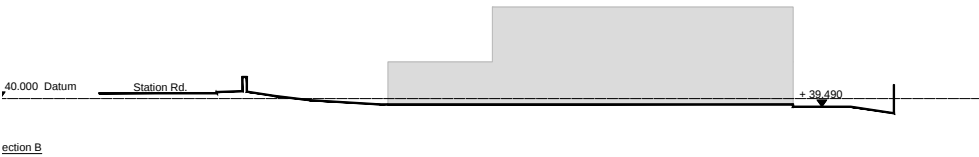
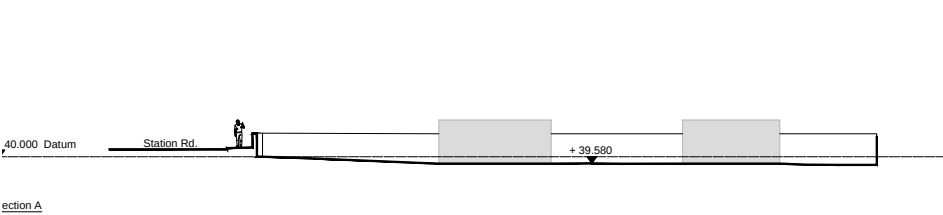


2.0

Site Context / Analysis

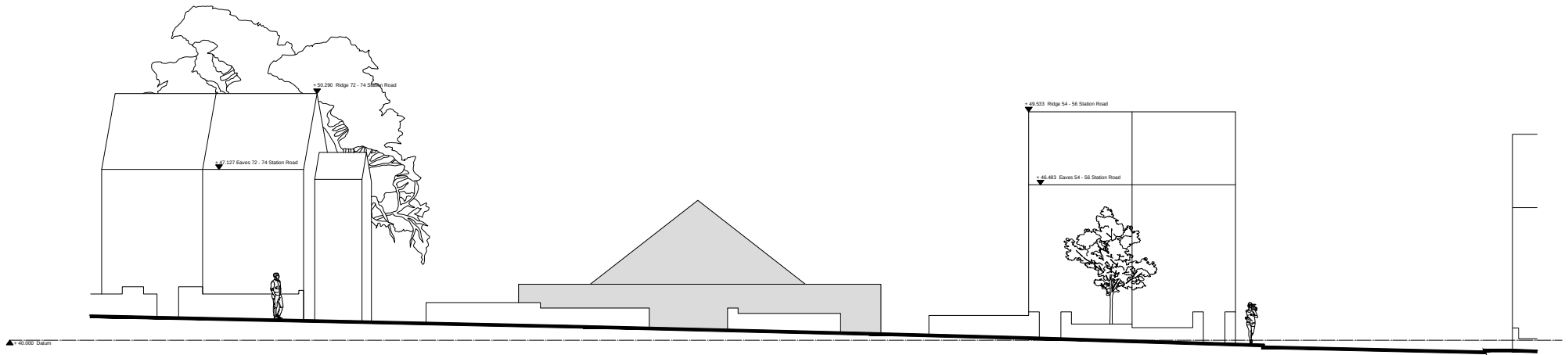
2.7

Existing Drawings - Site Sections (NTS)

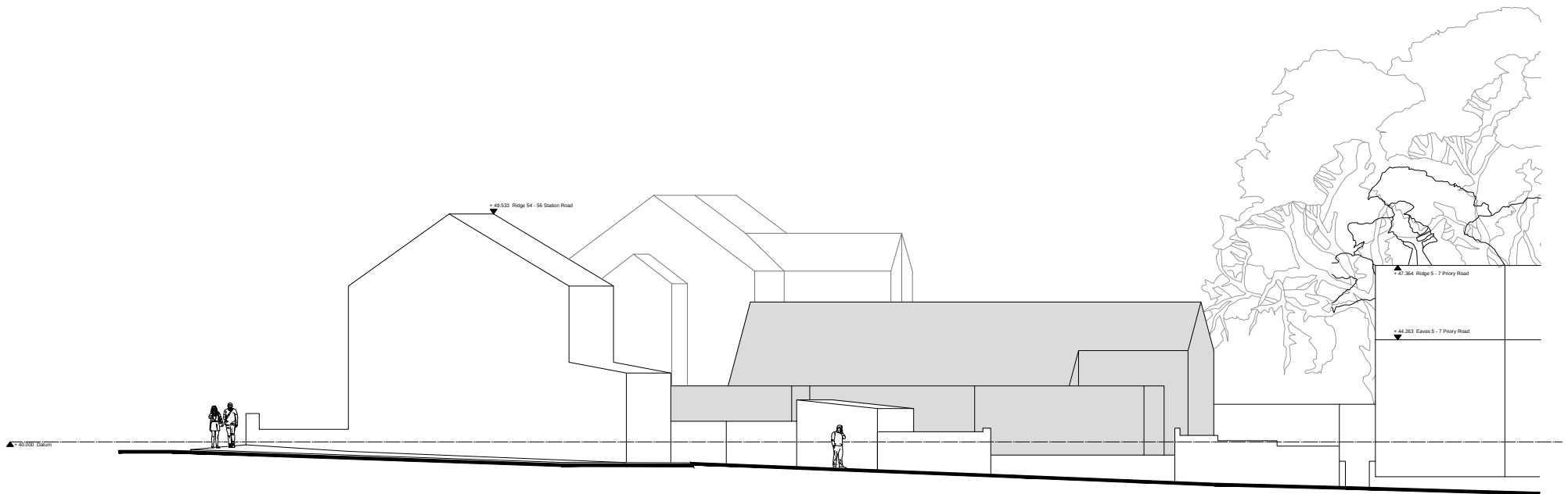


2.0 Site Context / Analysis

2.7 Existing Drawings - Street Elevations (NTS)



Existing Station Road Elevation



Existing Priory Road Elevation

3.0 Design Proposal

3.0 Design Proposal

3.1 Massing / Setting Out

Massing / Setting Out Development



Existing

As outlined earlier in this document, the existing mass on site is set back from the road and therefore can be viewed as a gap in the streetscape of both Station Road and Priory Road.



Outline Approval

The approved indicative layout of the outline approval proposes 6 No. new dwellings in 3 pairs of semi-detached houses. The proposal goes some way to addressing the street but the arrangement means dwellings sit too far forward on Station Road, well beyond the building line of 54-56 Station Road, and too far back on Priory Road which could significantly impact the amenity of 5 Priory Road.



Proposed

In essence, the proposal remains the same, with 6 No. new dwellings arranged in 3 pairs of semi-detached houses still proposed. This mimics the immediately neighbouring properties on both Roads and this proposal looks to address the street on both sides in a manner that is consistent with its neighbours through a consistent building line. Therefore, dwellings on Station road are pushed backwards and those on Priory Road are simultaneously brought forwards to align.

Key:

- Development site
- Irregular frontage
- Regular frontage
- Area of impact on Amenity of 5 Priory Road

3.0 Design Proposal

3.1 Massing / Setting Out

Sun Study



3.0 Design Proposal

3.1 Massing / Setting Out

Key Views

 New Building / Mass



Looking west along Station Road



Looking east along Station Road



At the junction of Station Road and Priory Road



Looking south along Priory Road

3.0 Design Proposal

3.1 Massing / Setting Out

Building Position

1. Building Lines

As outlined above, the building lines of Station Road and Priory Road have directly influenced the position of the new dwellings, providing a consistent frontage to both.

2. Gardens / Parking

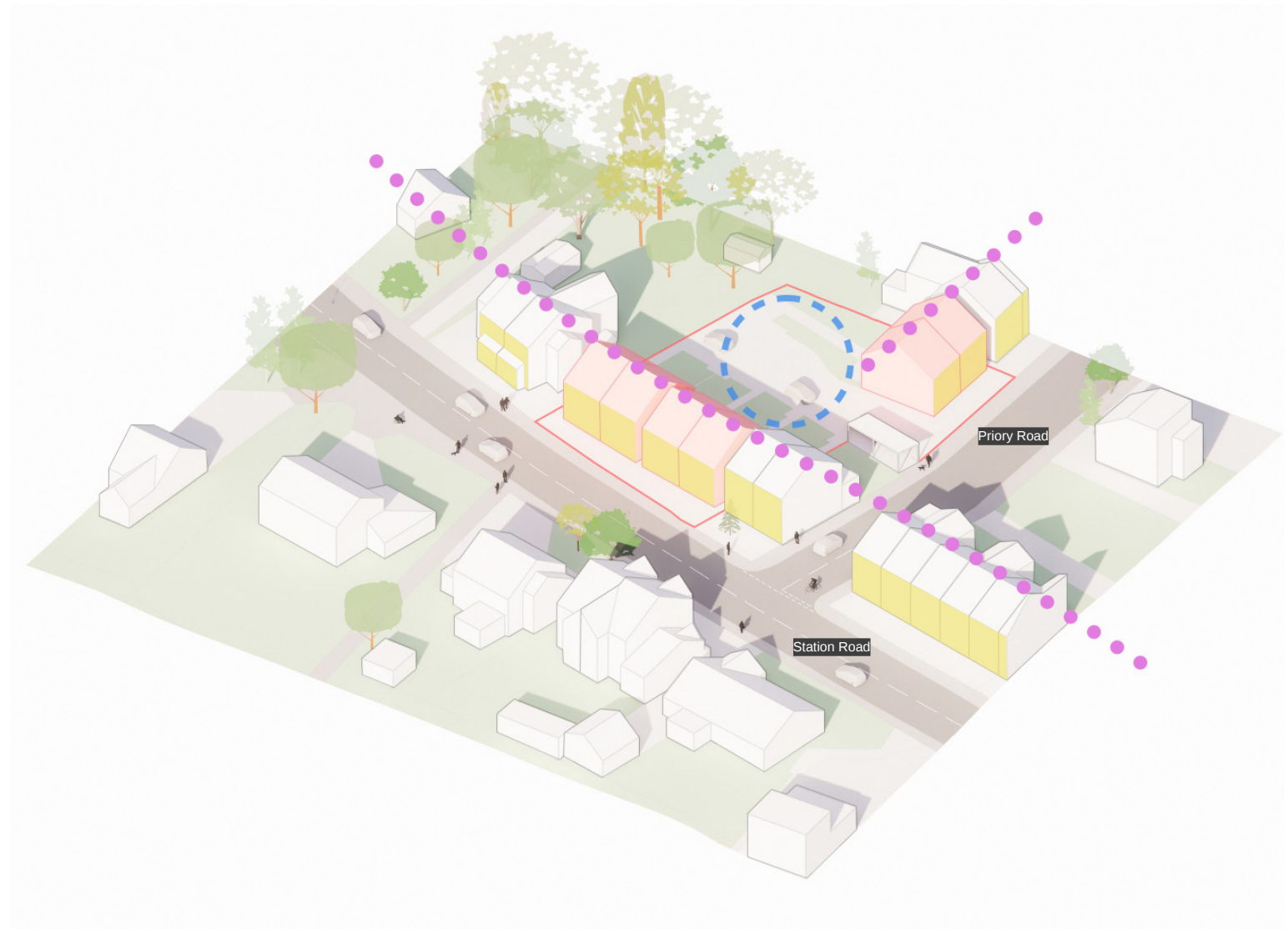
With the dwellings positioned to address the street, it leaves space for adequately sized rear gardens at the rear, along with room for off-road parking for 1 vehicle per property.

3. Heights / Levels

The ridge heights have been carefully considered so that they tie in with the vernacular as much as possible whilst also maintaining a sensible ground floor relationship with the topography of both the street and the site itself.

Key:

- Development site
- Building line maintained
- - - Gardens / parking area
- ● ● ● Sympathetic ridge heights



3.0 Design Proposal

3.2 Proposed Site Layout - NTS

Site Layout

Primarily the setting out of the dwellings has been very much determined by the existing levels / topography and then careful manipulation to meet regulatory, local policy, design guidance and site specific considerations already outlined above.

The setting out of the buildings has been covered above, insofar as it is considered important that the new houses address Station and Priory Roads. This results in space between the sets of buildings in which we are proposing to house rear gardens to meet the minimum standard of 60m² as set out in the Local Plan, a car parking space for each home with an access driveway, and adequate space for the provision of non-stepped access to two of the dwellings earmarked as adaptable M4(2) properties; Plots 1 and 2. All of which has been driven and drives the proposed levels indicated adjacent.

Small amounts of low level retaining structures will be required to some areas of the gardens, as indicated by the purple dashed lines adjacent.



Key:

- Development site
- Low level retaining walls

3.0 Design Proposal

3.3 Proposed House Type 1a / 1b

Proposed Layout / Plans

All dwellings are sized to accommodate the internal adaptable spatial requirements set out in Part M4(2) of the Building Regulations Approved Documents, which in turn allows for compliance with guidance set out in the local plan for adaptable homes provision. The site levels are such that not all external requirements can be met in all instances.

The following internal provisions have been made.

The ground floor WC is sized accordingly for adaptability so that a walk-in shower could be installed at a later date should the need arise.

Circulation and door widths are adequately sized for changing future needs.

The stairs are sized so that a stair lift could be installed at a later date.

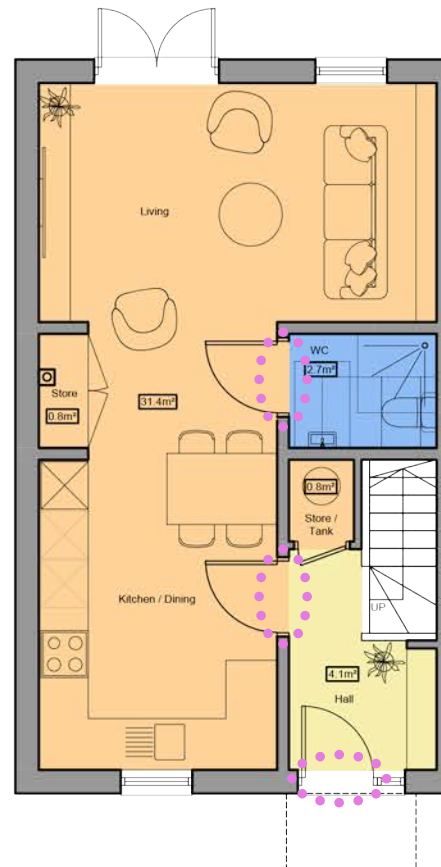
The main family bathroom is adaptable size.

The layout has also been designed taking into account the spatial requirements of the South Yorkshire Residential Design Guide (SYDG).

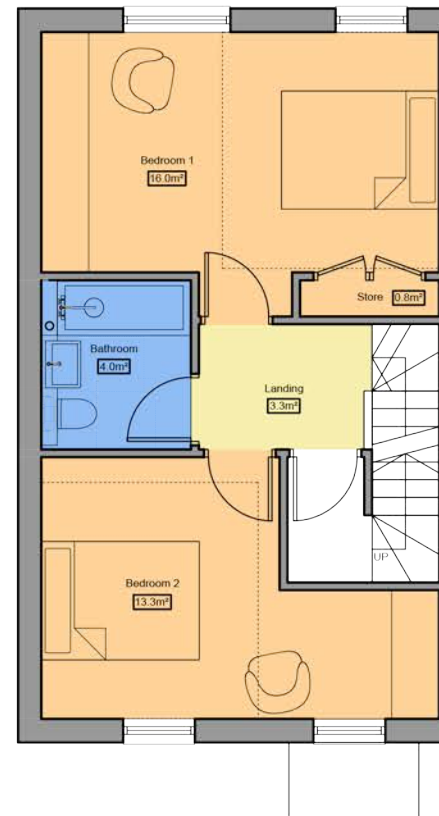
Key:

- Adaptable WC / Bathroom
- Circulation
- Wider door widths
- SYDG spatial requirements met

Ground Floor (NTS)



First Floor (NTS)



Second Floor (NTS)

