DESIGN & ACCESS STATEMENT

Relating to Proposed Construction of a Detached Dwelling and Integral Garage, Adjoining 40, Woodhall Road, Darfield, Barnsley.

Applicants: Mr & Mrs S Hawkins.

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 dwelling and its relationship with the surrounding premises and the character of the wider area. In particular the design of the proposed dwelling has been influenced by its relationship to the adjacent properties and the design characteristics of those buildings. The statement also highlights the particular characteristics of the access into the site and its suitability for the proposed development.

1.3 The proposal involves the construction of a single detached dwelling, with an integral garage to serve the proposed dwelling.

2. Design of The Proposed Dwelling.

2.1 The site of the proposed development lies to the side of the existing dwellings that front onto Woodhall Road and the bungalows on Highfield Road, within this predominantly residential area. The dwelling has been designed to a very high standard, which will enhance the character of the area rather than detracting from it. There is only a slight fall across the site and the dwelling has been designed to incorporate the same details as those on the adjacent semi-detached houses, which will ensure that the new building fits in with its immediate surroundings.

2.2 There is access available to the front of the site and the applicants have considered a number of options for the details of the proposed development, including the provision of a detached garage to the rear of the dwelling, an attached garage to the side and it has been concluded that in terms of the character and visual amenity of the area it would be better to provide an integral garage to make the best use of the site. The standard of finish to the proposed dwelling will also be high, with good quality bricks and roof tiles being chosen all of which will be submitted for the approval of the Council at a later date.

2.3 The design of this dwelling has been created to represent an appropriate development for this particular site, with hipped roofs to match the adjacent semis and it is envisaged that the external facing materials will also match those properties. It is considered that the proposed development will not be detrimental to the character of visual amenity of the area in any way. Before these plans were drawn up the applicants considered a number of options for the development of this site, as referred to above, but have concluded that a single detached house will represent the best form of development for this site in all respects.

3. Access Considerations.

3.1 In terms of the access that will serve the proposed development there is an access available from the road at the front of this site and a number of the adjacent dwellings already have access onto Woodhall Road. It is considered that this proposal will represent an acceptable form of development in terms of providing off-street parking spaces. The development will provide a garage for the occupiers of the proposed dwelling, together with a parking space in front of the garage. In order to facilitate this, the garage has been set back behind the front wall of the proposed dwelling, which will be set back some 3.9 metres from the front boundary of the site. The proposed access is onto Woodhall Road, which is a relatively narrow residential street and does not serve a significant level of traffic. We have concluded that adequate levels of visibility are available to the drivers of vehicles leaving the site and there should be no objections to the use of the proposed access to serve the proposed development.

3.2 It is considered that the use of the access to serve the proposed dwelling will not have any material detriment on the amenities of neighbouring residents or the interests of pedestrian and highway safety. The vehicular traffic associated with the proposed dwelling will not result in a significant increase in the number of vehicles using the road and it is considered that there should be no objections to this proposal from a highway safety viewpoint. The wall that is to be built along the front boundary of the site will only be 600mm high to ensure that sufficient sight line spays are available across the front of the site.