PROPOSED DWELLINGS

P H A S E 2

on

LAND BETWEEN
342A & 344 NEW ROAD
STAINCROSS
BARNSLEY

For

MASON BUILDING CONTRACTORS LTD

DESIGN AND ACCESS STATEMENT

Prepared by

WHITE AGUS PARTNERSHIP

1 BACKGROUND

The application is for development comprising the construction of two detached dwellings on the northerly section of land between 342a and 344 New Road, Staincross, Barnsley.

On the advice of a Senior Planning Officer an application for a comprehensive development of the whole site area (both northern and southern sections) was not made as any development on the northern part of the site would be considered unacceptable.

Approval has been granted for a development of four dwellings on the southerly part of the land, identified in blue on the submitted drawings. At the time of this application these properties are nearing completion.

This application follows the refusal of application 2013/1130 for a similar proposal for three storey dwellings.

Following the unsuccessful application discussions were held with Senior Planning Officers and the overriding obstacle appears to be the Officer's interpretation of the Planning Authorities Policy relating to back land development, in particular the possibility of disturbance to the two newly constructed dwellings adjacent the proposed access drive.

The re-submitted proposals are for two storey properties with rooms within the roof space, thus making a significant reduction in height when compared to the refused scheme. The relative heights, compared with adjacent dwellings is shown on the submitted drawings.

The access drive gradient has been amended to 1 in 12 in line with Highways requirements.

A proposal, by the applicant, to offer a financial contribution to offset the loss of green space was not considered by the Local Planning Authority on the refused scheme.

In relation to the resubmitted application it is requested that the issues relating to the loss of green space be dealt with by Section 106 Agreement in a similar manner to the land along the New Road Frontage.

The land is of little ecological value (according to Whitcher Wildlife Report) and there are no protected species evident.

The land is privately owned with no public access.

The land cannot be seen from New Road or other public areas. Views onto the land from adjacent dwellings are restricted by boundary fencing.
Therefore the importance of this green space is diminished.

On this basis the Applicant is willing to make a contribution of £1,000 per plot. However this is open to negotiation.

2 THE SITE

The site is located on New Road in Staincross within the urban area of Barnsley.

The site is located in a residential area with dwellings to the east, south (subject to approval) and west. The site is approximately 2000sq m in size and comprises an area of un-kept grassland sloping up from New Road to the south of the site towards Yorkshire Water facility to the north.

The site is located approximately 4.5km north of Barnsley town centre and O.8km north west of Mapplewell village centre.

Fencing along the southern boundary of the site will be created as part of the forthcoming development with a mixture of walls, fences and hedges forming the other site boundaries.

There are a few remaining trees on the site, mainly self seeded, along the site boundaries, however these are of limited value.

The site does not have any public access or rights of way.

The site is bordered to the east and west by residential developments with New Road to the southern boundary. To the north of the site is the Yorkshire Water reservoir site.

The site is designated as part of a much larger area of Urban Green Space in the Barnsley UDP. The Urban Green Space includes the site and the Staincross Plantation to the north east.

The Urban Green Space covers an area of approximately 5.94ha. The site comprises O.2ha, a small proportion of the total designated area.

To mitigate the loss of the green space on the adjacent site the Local Planning Authority initially required, by way of a Condition on the Outline approval, biodiversity provision to be made. Consultants, acting for the Developer, submitted proposals for tree planting, bird and bat boxes together with reptile rocks. We understand that this was not considered acceptable.

The locality has no overriding character and there is a variation in building styles including three storey buildings in close proximity to the site

3 THE PROPOSALS & DESIGN CONSIDERATIONS

As part of the assessment of the site application, it was considered that the land is suitable for sustainable residential development.

The contours of the site have been taken into consideration to allow appropriate vehicular access and suitable pedestrian access to garden areas at the rear.

The positioning of the main living area to the southern side of the houses is deliberate to take maximum advantage of the extensive views from the site to the south.

There are no residential properties that will be significantly adversely affected by the proposals due to adequate separation and positioning of windows to habitable rooms

The proposed traditionally constructed dwellings are in keeping with the general style of properties in the area.

The size of properties and accommodation proposed for the dwellings 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 building has been designed with regard to separation from adjoining buildings, footways, highways, site topography and scale of surrounding features.

The size and location of openings has been determined with full regard to the scale of building, orientation of accommodation and requirements for means of escape and ventilation.

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, restriction due to site topography and the proximity of adjacent building.

The design of the scheme is appropriate in relation to the site, its surroundings and land use policies.

Gradients have been determined in relation to existing site topography and with regard to providing suitable access and movement around the site for disabled persons.

However, Planning Office's have indicated that they consider the proposal to be unacceptable form of back land development.

Properties to each side of the site are fact back-land development and similar examples are very evident across the borough. These type of schemes are part of the character of the area.

Back-land development should not represents an ad-hoc form of development and depart from the local pattern of development
The northern side of new road is characterised by properties along the road frontage with dwellings on the hillside behind them at a similar level to those proposed.

Without question the proposal is entirely in keeping with this pattern.

The separation distances proposed are far in excess of those indicated in planning guidance documents.

Due to the position of the proposed properties the ground floor living levels will be well below the garden levels of properties either side. There is no possibility of any overlooking.

Back land development, is frowned upon because it is assumed that existing properties will loose privacy or be disturbed by residential activity.

Officers have indicated that vehicular movement adjacent 2 & 3 South Views will cause unacceptable disturbance. This should be considered in the context of instances, on many existing roads, throughout the country, where highways, many heavily trafficked, pass in close proximity to gardens and dwellings. The anticipated traffic and pedestrian movements to two dwellings will not cause significant harm to the amenity of the existing dwellings. These dwellings are not yet occupied and therefore no residents have 'enjoyed' any level of residential amenity and prospective owners are fully aware of the possibility of residential development taking place to the land to the north and its associated access arrangements.

4 SOCIAL & ECONOMIC CONTEXT.

Any potential for excessive overlooking from the development or overshadowing will not occur as a result of any of the proposed development due to the siting of the buildings, orientation of windows to habitable rooms and separation distances between the proposed dwelling and adjacent garden areas.

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

It is unlikely that any jobs will be created as a result of the development other than those persons employed to carry out the building works.

5 ACCESS

Access to the dwellings and the integral garages will be via a private drive from New Road.

The parking standards comply with the South Yorkshire Design Guide.

Both the external and internal layouts 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.

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 in respect to guarding of stairways and prevention of falling (particularly with regard to children).

6 CONCLUSIONS

The site is in a sustainable location and the presumption is in favour of residential development as reinforced by the outline approval for residential development.

Dwellings of the type proposed are fully compatible with the general character of the locality.

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.

The density of the proposed development is acceptable in relation to the surroundings.

The loss of green space can be mitigated by acceptance of a financial contribution offered by the applicant.

The dwellings are appropriate in design and scale for the area and will not be intrusive on the New Road street scene.

The separation distances between dwellings are far in excess of the Planning guidelines.

The proposals satisfy the requirements for back-land development in relation to pattern of development, no overlooking or overshadowing, no significant loss of residential amenity to existing, established, adjacent residential properties by

virtue of the separation distances, relative levels and proposals for screen fencing.

The vehicular movements associated with the new access drive will not cause any loss of residential amenity to the newly built properties as none has been established.