

DESIGN & ACCESS STATEMENT

project

PROPOSED DETACHED DWELLING AND ASSOCIATED WORKS

Within the curtilage of

**348 THE WHEEL
ECCLESFIELD
SHEFFIELD
S35 9ZB**

date

AUGUST 2018

reference

372.01.D&A

revision

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INTRODUCTION

Barber Design Limited, as instructed by Mr & Mrs Eccles, have prepared this Design & Access Statement to accompany the Planning Application for the construction of a detached residential dwelling with a detached double garage and an additional detached garage to serve the existing property along with associated works.

This statement should be considered and read in conjunction with the Planning Application Drawings.

Physical Context

The subject site is within the curtilage of 348 The Wheel. The site is identified within the current UDP Maps as being partially within "Housing Land" and "Green Belt Land". However the proposed buildings have been designed to sit wholly within the "Housing Land" allocation (as clarified on the submitted plans).

The proposed scheme closely follows a recently approved scheme (ref: 16/00595/FUL) which is still valid.

The site is accessed directly off The Wheel via an existing track / driveway leading down to the existing garage and stable block.

The stable block is to be demolished to facilitate the proposed development.

The Wheel is predominately residential to the east of the site and a mixture of open fields and residential to the west, with the fields being on the same side of the road as the site.

The properties nearby have constructed from a mixture of materials, namely render, stone and red brick to the walls. The roofs also consist of a mixture of materials, namely concrete tiles (flat & profiled), clay tiles and slates (artificial & natural).

Socio Economic Context

The subject site falls within a well-established residential community and therefore represents an opportunity to contribute to "building communities" and supporting the operation of the nearby local shopping centres (i.e. Ecclesfield, Chapeltown and Hillsborough).

The site is in a good location for residential development in terms of sustainability and access to areas of work and education which are within walking distance of the site. All other services including banks, schools, churches, shops and food outlets, medical and community centres, playgrounds, libraries and public houses are within a brisk walk or short car ride away.

On this basis it is considered that the new development, in keeping with the local area, will make a beneficial contribution

to locality by maintaining the need for local services and helping to maintain the community as a whole.

Highway Context

The highway status will essentially remain unchanged with ample off street parking being provided for the new dwelling.

The existing drive crossing point is to be retained for the new dwelling and the existing property is to reinstate a previously removed driveway by reusing the still insitu highway drop kerbs along with additional highway improvements to visibility as shown on the submitted plans.

Constraints & Opportunities

As a result of considering the Physical and Socio-economic context, the following constraints and opportunities were identified:-

CONSTRAINTS

- The need to acknowledge the character of existing residential properties within the immediate locality.
- The adjacent area of Green Belt land.
- Orientation of adjoining properties and avoiding overlooking issues.
- Topography of the site.

OPPORTUNITIES

- Develop a suitable piece of Housing Land.
- Provide a home that reflects the existing properties whilst acknowledging the adjacent Green belt land.
- Provide quality house to complement of the existing properties.
- Orientate the building and rooms to protect the existing adjacent home whilst maximizing the views over the retained land and open fields.
- Provide a quality development to frame the boundary to the Green Belt.

DESIGN STATEMENT

Use

The site is directly adjacent residential properties and is accessible directly from The Wheel.

The footprints of the buildings will sit within the Housing Land allocation (as identified within the UDP) of the site and therefore promotes the use of existing allocated land before the reallocation of other land uses to residential.

As stated earlier, planning has been approved previously for the construction of a new dwelling on this site.

Amount

The site will easily accommodate the proposed property and reflects the varied mixture of housing within the vicinity.

The proposed building sits comfortably within the site boundaries and provides adequate off street parking.

Layout

The proposed scheme is to follow the existing ground levels as closely as possible, as identified on the submitted plans, with only the north-eastern corner of the house (including the raised patio) being above existing ground levels. This however gives the opportunity retain as much of the site arisings as possible on site.

As stated earlier, the existing access will serve the new property and the existing drop kerbs in front of 348 The Wheel will be re-used to serve the existing property as shown on the submitted plans.

Scale

The prevailing scale of housing on The Wheel is a mixture of terrace, semi-detached, detached and large detached properties and therefore the proposed scheme is in keeping with its surroundings.

The height of the proposed house will be the same as the dwelling approved under application reference 16/00595/FUL.

Landscaping

The prevailing landscape character of the area will remain unchanged.

The existing trees to the boundary of the site will be retained, as identified on the submitted plans.

No new planting is proposed due to the existing mature planting will be retained. There will only be a need to grass wherever the land is disturbed in order to facilitate the development.

The existing stone slabs on site are to be reused for the new patio areas as identified on the submitted plans.

Appearance

The architectural style and materials proposed have been fully detailed on the submitted plans and will compliment the surrounding properties. The use of white Upvc windows, eaves and verges will be employed along with black rainwater goods to maintain the clean lines of the locality.

All the materials and design details have been incorporated into the proposed dwelling in order to render the development compatible with the surrounding properties whilst providing a strong identity to the building due to it being sat next to the Green Belt boundary.

Full details of the proposed materials have been submitted as part of the planning application.

Travel to Site

Pedestrian and vehicular access to the site will remain unchanged.

Building Environments

The existing access point in to the site essentially remains unchanged.

The dwelling is accessed at ground floor, via a level threshold, into the entrance hall. All doors to habitable rooms at ground floor, will be of a suitable width to ensure easy wheelchair access (refer to section "Building & Structures"). The hall will also be of a sufficient width to aid in manoeuvring between spaces.

The Snug on the ground floor can also serve as a bedroom at a future date, giving the dwelling the flexibility to adapt to the changing needs of the occupants throughout their life without the need to impinge upon the traditional Lounge and Kitchen / Dining area.

All external changes in level will be in compliance with Part M4(1).

The private access drive will be constructed to a gradient no steeper than 1:12.

Buildings & Structures

All the proposed materials will comply with the relevant section of the Building Regulations as regards structural stability and thermal values.

The proposed development has been designed and laid out to ensure all approaches to access points internally and externally are of a sufficient width as to allow easy access and manoeuvring for the ambulant disabled and wheelchair users. If a certain approach would become somewhat tighter, the width of the door would be adjusted accordingly. All doors to habitable rooms on the ground floor, including the main entrance door, will provide the minimum widths as stipulated in Part M4(1):

It is not envisaged that steps will be necessary to the principal access route of the dwelling (as shown on the submitted plans). However should it become essential, they will again be fully Part M compliant with maximum 170mm risers and minimum 300mm goings, with a suitable handrail and providing a clear width of 900mm.

Means of Escape

As part of the Design Procedure a Building Regulations Application will be submitted prior to commencement on site. Therefore once the scheme does get on site the development will be proved to be Part B compliant.

Signs and Way-finding

The existing access which is well established is to be retained for the new property.

The new access to the existing property is directly in front of the building and will be easily identifiable as the entrance to 348 The Wheel.

External paving and hard landscaping to comply with DFT Guidance, to be hardwearing with a high “slip resistance” rating.

Summary

It is maintained that the design approach has been comprehensive and given the ‘local’ constraints placed upon this development and a satisfactory scheme has been achieved with an approach that is in harmony with the existing properties.

Furthermore, by revisiting the design, we believe the previously approved scheme has been enhanced by reprioritizing the principle elevation (and front door) to look out towards The Wheel and onto the driveway serving the property.