Design and Access Statement.

Erection of bungalow, land adjacent to 137, High Street, Great Houghton

CONTEXT

Physical context

The Surrounding Area:

The site lies on the edge of the village of Great Houghton, with open fields on two sides. To the rear is a dwelling occupied by the applicants. To the south-west are two bungalows fronting onto High Street, separated by a vehicular access and terraced houses beyond. This vehicular access serves three dwellings, and the applicant's businesses.

The site forms part of a larger area used for a plant hire and excavation business, which includes a workshop building backing onto the terraced houses, and a large surfaced yard. To the north west is a large stone house, while the bungalows are faced in red brick, and all three have red tiled roofs. The terraces houses are rendered, with slate roofs.

Great Houghton has no defined service centre but there are a number of facilities along the B6411 through the village including several pubs, shops, a post office, a newsagent, a clinic and a primary school.

The Site:

The site comprises a hard surfaced area used for the plant hire and excavation business, and part of the garden of Fieldsend House. The commercial part of the site includes four steel storage containers used as an office and for storage, and other equipment stored in the open. Large vehicles park here when not in use. Vehicular access at present is gained directly from High Street over an extensive dropped kerb, and also from the adjacent yard.

The speed limit adjacent to the site is 30mph.

Economic context

The applicant currently runs his plant hire and excavation businesses from this site, and has an HGV licence for thepremises. He wishes to expand his business, but this is constrained by the size of site and proximity to dwellings. He proposes to relocate to a business park if this application is successful. He has previously received consent for a dwelling on the site of the existing workshop, and is currently seeking to renew that permission.

Planning policies

The following policies have been taken into account in the submission of this application.

National policies

Planning Policy Guidance Note 2

3.1 there is, in addition, a general presumption against inappropriate development within them. Such development should not be approved, except in very special circumstances.

3.15 The visual amenities of the Green Belt should not be injured by proposals for development within or conspicuous from the Green Belt

Places, Streets and Movement, A companion guide to Design Bulletin 32 – this sets out sight line requirements for junctions and access points. For an access onto a main road, with a 30 mph speed limit , the requirement is 2.0 x 90m.

Local policies

Part of the site lies within the village envelope as defined by the UDP, and within a Housing Policy Area. The exact amount is difficult to define given the small scale of the map defining the Green Belt boundary in the Unitary Development Plan. The remainder of the site lies within the Green Belt.

The following policies were considered to be relevant when producing the design for this development: Policy GS7, GS8, GS9, H8D, BE6, T2A, and T22

Supplementary Planning Guidance Note 3 – Infill Residential Development. - The development would meet the general criteria a-h as set out on page 3 of the guidance note.

INVOLVEMENT OF COMMUNITY MEMBERS

The owner of the adjoining bungalow is the mother of the applicant. She has no objections to the proposal.

DESIGN OF THE SCHEME

Use
Is this justified in terms of:

Site and surroundings – the site has residential development to one side and to the rear, and occupies the last developed plot on the edge of the village.

Land use – a residential use is considered to be more appropriate to the site than the existing commercial use.

Amount

Is there justification for how much development is proposed - while a single dwelling on this large site gives a low density, this is a reflection of the fact that part of the site lies within the Green Belt

Layout

The dwelling would complete the frontage development on High Street.

Accessibility and travel distance

The site lies on the edge of Great Houghton village, a settlement which contains a primary school, clinic and range of shops and other facilities. The 219 Doncaster to Barnsley bus runs twice an hour, with the nearest bus stop on Crabtree Drive. The 68a Great Houghton to Barnsley bus running hourly, with a bus stop at Lister Row.

Scale

The size of the building in relation to its surroundings – the single storey form would reflect that of the two adjacent bungalows fronting onto High Street. Its floor area would be the same as that of No 135, at 88m^2 a relatively modest dwelling.

Landscaping

Landscape principles and details – There are no trees within the site. Some of the existing hardstanding that covers a large part of the site would be replaced by garden planting.

Appearance

With respect to the architecture /style, design / detail - while this is a reserved matter, the bungalow will be of a simple design and fenestration so that it fits comfortably into the village scene.

Materials / colours/ textures – the building will be constructed in red brick, which will relate to the materials of the two bungalows fronting onto High Street, and garage to Fieldsend House. The roof will be in red tiles to match those of Fieldsend House and the bungalows.

Access

Sight line requirements for an access onto a main road, with a 30 mph speed limit, are 2.0m x 90m. Visibility well in excess of this is achieved here in either direction. In addition, a new access serving 1 dwelling will be replacing one at present serving a transport depot, representing a significant reduction in vehicular movements at this point, and therefore a material improvement in highway safety.

Parking spaces for two cars and an on site turning area will be provided.

Fire and refuse vehicles will have direct access to the property.

This is a relatively level site. It will therefore be easy to provide a safe and level means of access into the site for both vehicles and pedestrians. The dwelling will be built to levels that avoids the need for steps at any entrance into the building.

EXCEPTIONAL CIRCUMSTANCES

It is suggested that the following considerations, taken together, outweigh the harm caused by the development by reason of its inappropriateness, and therefore constitute very special circumstances.

1. The site is already developed, with a long established commercial use, and physically forms part of the village. Moreover, changing the form of development would not conflict with the stated purposes of including land in Green Belts, as set out in paragraph 1.5 of Planning Policy Guidance Note 2.

2. The site lies in a prominent position at the northerly entrance to the village. The appearance of the Green Belt itself, and the area in general, will be significantly improved if the development goes ahead. The site presently includes various steel storage containers, large vehicles and other equipment. Such development has a detrimental visual impact on the Green Belt. Its replacement by a bungalow and its curtilage will be a material improvement. It will achieve one of the objectives of Green Belt policy, as defined in paragraph 1.6 of Planning Policy Guidance Note 2, which is to "enhance landscapes, near to where people live".

3. Paragraph 2.9 of Planning Policy Guidance Note 2 states that Green Belt " Boundaries should be clearly defined, using readily recognisable features such as roads, streams, belts of trees or woodland edges where possible." The present boundary, originally established by the West Riding County Council some time prior to 1974, appears to follow an arbitrary line. It is understood that this boundary is likely to be re-assessed as part of the current Local Development Scheme, Development Site Allocations proposals, in 2010/ 2011. The existing north-easterly fence line would appear to be a more rational boundary.

4 The development would remove a noisy and disruptive use which is not compatible with adjoining residential properties, nor with the character of the Green Belt.

5. The development would result in a material improvement in highway safety. A new access serving 1dwelling will be replacing one at present serving a transport depot. This would represent a significant reduction in vehicular movements at this point on the B6273.