

GLEESON HOMES
LAND AT MOORLAND AVENUE, BARNSELY

PLANNING REPORT

March 2012



Peacock & Smith Limited
Suite 9C
Joseph's Well
Hanover Walk
Leeds
LS3 1AB
T: 0113 243 1919
F: 0113 242 2198
E: planning@peacockandsmith.co.uk
www.peacockandsmith.co.uk

CONTENTS

	<u>Page</u>
SECTION 1: INTRODUCTION	1
SECTION 2: DESCRIPTION OF THE SITE AND THE DEVELOPMENT PROPOSALS	2
SECTION 3: PLANNING POLICY CONTEXT	3
SECTION 4: ASSESSMENT OF PROPOSAL IN RESPECT OF RELEVANT POLICIES	5
SECTION 5: CONCLUSIONS	8

1. INTRODUCTION

- 1.01 This report has been prepared in support of a planning application for residential development on a site vacated by Moorland Plastics on Moorland Avenue, Barnsley.
- 1.02 Moorland Plastics are relocating to an industrial estate location in Carlton. The site is owned by the Council and is identified as being surplus to requirements so that its disposal for redevelopment is supported.
- 1.03 The application comprises relevant plans and forms and fee together with a Design & Access Statement; a Sustainability Statement; an Affordable Housing Statement; a Tree Survey; a Flood Risk Assessment and Drainage Strategy; a Phase one site investigation report; and Draft Heads of Terms of the S106 Agreement.
- 1.04 This planning report sets out the site history and development proposals (Section 2); considers the policies against which the application should be considered (Section 3); assesses the development proposals in relation to the relevant policies and other material considerations (Section 4) and sets out conclusions (Section 5).

2. DESCRIPTION OF THE SITE AND THE DEVELOPMENT PROPOSALS

- 2.01 The site lies on the western edge of Barnsley, Moorland Avenue leading from the A628 Dodworth Road leading from Barnsley centre to Junction 37 of the M1. The site was most recently occupied by Moorland Plastics who have moved to alternative premises on the Carleton Industrial Estate. To the south of the site, also accessed from Moorland Avenue, is a Training Centre. The junction between Moorland Avenue and the Dodworth Road has been made pedestrian only, so vehicles have to access Moorland Avenue from the roads to the north.
- 2.02 Moorland Plastics and the adjoining training centre occupy single storey buildings with hardstanding providing car parking for the users. Whilst only single storey, the industrial nature of the building means that it is similar in height, at its highest point, to the surrounding two storey residential properties. Moorland Plastics have some grassed areas to the rear and side of the site, and there is a mature hedge along the western boundary between the site and the adjoining arable field.
- 2.03 The site lies within a predominantly residential area, with open fields to the west leading up to the motorway. The training centre lies between the site and fields to the south.
- 2.04 Directly opposite the site are pairs of semi-detached houses are from the 50's – 60's. further towards the A628, the houses were built in the 30s and 40s and show more variation in styles and materials.
- 2.05 The proposed development comprises 33 residential units, with seven two-bedroomed, 21 three-bedroomed and five four bedroomed houses, in a mixture of groupings including pairs of semidetached houses, detached houses and groups of three properties.
- 2.06 The proposed houses are accessed from two small roads off Moorland Avenue, each serving a group of dwellings. Towards the south of the site, some properties front Moorland Avenue and are served from it.

3. PLANNING POLICY CONTEXT

Introduction

- 3.01 PPS12 confirms at Paragraph 1.6 that the statutory development plan will continue to be the starting point in the consideration of planning applications for the development or use of land.
- 3.02 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that an application for planning permission or an appeal shall be determined in accordance with the development plan, unless material considerations indicate otherwise. Conversely, applications which are not in accordance with relevant policies in the plan should not be allowed unless material considerations justify a grant of planning permission.
- 3.03 Where the development plan is not relevant (for example because the plan does not contain a policy relating to a particular development proposal) planning applications should be determined on their merits in the light of all material considerations.
- 3.04 The ODPM document "The Planning System: General Principles" (2005) indicates that account can also be taken of policies in emerging development plan documents. The weight to be attached to such policies depends on the stage of preparation or review, increasing as successive stages are reached.
- 3.05 Whilst still part of the Statutory Development Plan, Regional Strategies are to be revoked. In this case, the policies in the RSS are of too strategic a nature to be particularly useful in determining the current application.
- 3.06 The Adopted core strategy promotes Barnsley as a location for growth (Policy CSP8) and indicates that nearly half of the new homes for the district should be located within the Barnsley Urban area (Policy CSP10). Policy CSP17 supports housing market regeneration programmes in Urban Barnsley, including granting planning permission for housing redevelopment. Policy protects employment land or land last used for employment purposes from redevelopment from other purposes unless it would not result in a loss of jobs, there is adequate employment land in the vicinity, and reuse would cause unacceptable amenity issues or the buildings are unsuitable for reuse.

- 3.07 Policy CSP4 requires development on brownfield sites to reduce runoff by at least 30%. Policy CPS5 requires measures to be taken to reduce carbon emissions by at least 15%. Policy CSP2 requires development to meet a minimum of level 3 rating under the Code for Sustainable Homes. Policy CSP40 aims to protect new development from pollution.
- 3.08 Policy CSP 14 requires a mix of size, type and tenure of houses, and suggests a minimum development density of 40 dwellings per hectare. Previously developed land is also given priority for redevelopment. Sites of 15 or more units will be expected to provide affordable housing at 15% of the overall number of new dwellings proposed within the Barnsley Urban area (Policy CSP15). Good design is promoted (CPS29) and safe access required (CSP26).

Other Material Considerations

- 3.09 The Government has made it clear that sustainable economic growth should be supported, and that the expectation to proposed development and growth should be 'yes' unless it would compromise the key sustainable development principles set out in National Planning Policy.
- 3.10 Planning Policy Statement 1 (PPS1) (2005) sets out the way in which Sustainable Development should be delivered. Paragraph 23 encourages Local Planning Authorities to:
- "ensure the provision of sufficient, good quality, new homes (including an appropriate mix of housing and adequate levels of affordable housing) in suitable locations, whether through new development or the conversion of existing buildings. The aim should be to ensure that everyone has the opportunity of a decent home, in locations that reduce the need to travel"
- 3.11 PPS3 (Housing) (July 2011) promotes the use of previously developed land for housing developments. It promotes the development of housing in sustainable locations and promotes the provision of affordable housing.

4. ASSESSMENT OF PROPOSAL IN RESPECT OF RELEVANT POLICIES

- 4.01 The site lies within the settlement limits and within the Barnsley urban area. The land is allocated as an existing community facility on the saved UDP proposals map, although the last use was employment.
- 4.02 The redevelopment of the site accords with policy CSP 19 even though it will result in the redevelopment of a site last used for employment purposes for residential development. The existing firm has relocated to a more appropriate site, so there will be no loss of jobs. There are other more appropriate employment sites in the vicinity so the loss of this modest scale site will not result in a local short-fall of employment opportunities. The reuse of the site for employment purposes will continue the requirement for access by goods vehicles and staff vehicles through a residential area which is not ideal access for businesses and may result in problems for the local residents from additional commercial traffic.
- 4.03 Housing is an ideal use for the site given the residential neighbourhood within which it is located. The training centre adjoining the site will not cause any issues adjoining residential development. The site is within Urban Barnsley where housing development is promoted. The redevelopment of the site for housing will assist in meeting targets on redevelopment of brownfield land.
- 4.04 The proposed development accords with policies seeking to promote sustainable development, and provides an appropriate solution to meeting those requirements.
- 4.05 The development will bring forward five units of affordable housing, and these are spread throughout the site and are of a size and specification that the housing provider would wish to take on. The level of affordable housing proposed on the site complies with policies regarding provision of affordable housing and a mixed development. The provision of the affordable housing will be included within the S106 Agreement.
- 4.06 *The proposed design provides a range of different sizes of property, in accordance with policies seeking to provide an appropriate mix of house sizes.*
- 4.07 The design of the scheme has been subject to pre-application discussions with the LPA, and detailed comments were received by letter dated 6th January 2012.

commenting on the designs submitted to the LPA at that stage. These considerations have been taken into account in preparing the application drawing. In particular, they include:

- Careful attention has been given to the way properties front onto Moorland Avenue. Indeed, for the northern part of the site, properties are sideways onto the front boundary and this helps to ensure that the buildings do not feel crowded along the frontage.
- Within the site, careful attention has been given to ensure that the houses will form identifiable groups, with appropriate spacing between dwellings, but also good supervision of public areas. Attention has also been given to ensuring that this can also benefit from appropriate structural planting that will enhance the development and create an attractive environment.
- The northernmost dwelling has been 'stepped back' from Moorland Avenue, to reflect the established building line of No17 Moorland Avenue.

4.08 The development site lies in a sustainable location for housing development. Bus stops are situated on the Dodworth Road close to the pedestrian crossing near the junction of Moorland Avenue and Dodworth Road.

4.09 The development will bring forward five units of affordable housing, and these are spread throughout the site and are of a size and specification that the housing provider would wish to take on.

4.10 In lieu of on-site open space provision which, due to the size and scale of this site, is not appropriate, the S106 agreement makes provision for a contribution (agreed by the LPA) towards the improvement of existing open spaces.

4.11 The site is in a sustainable location with good transport links. Whilst the junction with the Dodworth Road is closed to road traffic, it allows pedestrian access and is close to a light controlled pedestrian crossing. The bus stops on either side of the road are conveniently situated relatively close to the crossing, so access to them is easy and safe. The buses along the Dodworth Road offer a very good service into Barnsley centre and Dodworth centre, as well as an hourly service to Rotherham. The train station at Dodworth is about 1.5km and therefore within easy reach. This offers services to Sheffield and Huddersfield as well as Barnsley.

- 4.12 There are a good range of both primary and secondary schools within a couple of miles of the site, some of these also benefiting from easy access from the site via public transport. This includes the recently rebuild Greenacre School that lies less than 1.5km to the south on Keresford Hill Road.
- 4.13 The easy access from the site into the centre of Barnsley (2kms) means that new residents will have easy access to shopping and other facilities and services offered by the town centre. Furthermore, the Hospital is accessible by public transport and there are a number of Doctor's surgeries in the vicinity.
- 4.14 It is therefore concluded that the proposed development is the most appropriate alternative use for the site, particularly given access to the site needs to come through an existing residential area. The redevelopment of this previously developed site within the Barnsley Urban Area accords with National and Local Planning policies. In particular, the provision of a range of housing in an area that is well served by existing services and facilities and makes best use of brownfield land is supported.
- 4.15 The proposed development takes account of matters of design raised by Planning Officers in pre-application discussions and proposes an appropriate solution to this site with a range of sizes. It also provides the opportunity to create some affordable housing within the area which will add to the range of tenure available.

5. CONCLUSIONS

- 5.01 The development proposals accord with national and local policies regarding the location of new housing development and reuse of previously developed land. Situated fairly close to the centre of Barnsley, the site benefits from good access to a range of services and facilities. This includes very good access to both bus and train services that offer good access to Dodworth and Barnsley centres, but also Sheffield, Rotherham and Huddersfield.
- 5.02 The site has been carefully designed to fit in with the surrounding residential development and to take into account the matters raised by Officers in pre-application discussions. The interior of the site allows space for meaningful landscaping with room for trees that will enhance the townscape. The buildings are carefully grouped to engender a sense of community and facilitate surveillance of public areas.
- 5.03 The development offers a range of sizes and styles of houses, and some affordable units of varying sizes will be included. There is a good level of private garden space for all of the proposed dwellings. Appropriate car parking arrangements have been provided, and contributions towards public open space maintenance or provision included within the proposed S106 agreement.
- 5.04 The proposed development offers an appropriate development option for this site that is no longer required for a business use. The design is in keeping with its setting.
- 5.05 In conclusion, the proposed development is in accordance with the relevant planning policies and other material considerations and should therefore be viewed favourably.