

Design and Access statement in respect of the erection of a new detached dwelling on land adjacent to No. 1, Loxley Road, Burton Grange, Nr. Barnsley, South Yorkshire.

Background history:

A previous outline planning application was submitted by the applicant in July, 2004, ref. B/04/11346/A, which, after refusal, was taken to appeal in November, 2004, and dismissed by the inspector involved in 2005, due to the interruption of the consistent building line and the introduction of a visually discordant and intrusive element. Being only an outline application, it is probable that indicative solutions to this concern were not addressed fully. Since that time, Government emphasis on affordable housing, economic land use, particularly within urban areas, together with density targets, etc., have been modified by recent Government advice contained within Policy Planning Guidance Statement 3, "Housing", (PPS3.) For this reason, and following a brief consultation with the Area Planning officer, a full submission is now made, which has tried to address the inspector's concerns within the revised area context about the application site. Relevant changes include additional detached/semi-detached dwellings either built, or approved at detail planning stage, on Lund Avenue and Lund Crescent.

Surrounding uses:

The site, which slopes from north to south, is surrounded by a mixture of residential properties, some of which are single storey and others being two storey. Some of these properties are detached, whilst others are semi-detached. To the north of the site is an elevated, large detached bungalow, in red brick with a concrete tiled roof, and large conservatory, off Lund Close, where all the properties are similar. To the east of the site is No. 1, Loxley Road, a semi-detached two storey house with buff facing bricks externally, below a dual-pitched concrete tiled roof. Other houses on Loxley Road are similar, except Nos. 30, 32, 34, & 36, which are detached properties, built in the same material. In addition, Nos. 2, 4, 6, & 8, Loxley Road, to the south of the application site are two storey houses, but built in red brick, with a hipped roof to each end of the two blocks. It was noticed that, contrary to design guide advice for extensions to dwellings, a front two storey extension has been permitted to one of the semi-detached dwellings on this road; one wonders what the inspector would say about this visually discordant and intrusive element. To the west of the site, on Lund Avenue, are similar semi-detached houses, built again in buff facing bricks, below a concrete tiled roof, except for No. 25, a large detached bungalow in red facing bricks, and two newly-built semi-detached properties, adjacent, built also in red facings, with buff contrasting feature brickwork to quoin situations, etc., which seems quite out of character with surrounding properties. This situation is aggravated still further by the presentation on the front elevation of a projecting gable feature. Again, the inspector's view on this new street scene element would be interesting! Further down Lund Ave., it is noted that, adjacent to Mandalay, a substantial detached property has been erected, with permission granted for an addition two adjacent.

Buildings / Character:

As outlined above the character of the area, containing both semi-detached and detached properties is one of a mixture of dwelling types.

Access route:

The site is bordered on two sides by two adopted highways, namely Lund Ave., and Loxley Road. A vehicular access at the rear of the site serves the adjacent property, No 1, Loxley Road and gives access to an existing garage, which is to be retained for the use of No 1, Loxley Ave. The existing access and dropped crossing width is to be increased to 4.1M wide to serve both the proposed dwelling, which incorporates an integral garage, and No. 1, Loxley Ave., with a turning area to allow forward egress from the site. During these works, it is proposed to provide drainage facilities across the drive entrance to prevent water run-off onto the highway.

Access to local services / transportation:

The site is located approximately 0.3 miles away from the main shopping centre of Lundwood, which extends along Pontefract Road, which is a main bus route, providing frequent and easy access to both Barnsley and Doncaster, with additional intermediate stops such as Hemsworth and Cudworth. Included in this area are schools, Priory Campus, two pubs and a social club, various takeaway outlets, two health clinics, a pharmacy, a church, a betting office, hairdressers, two DIY shops, a butchers, a bakers and a supermarket.

Any special designation:

Neither the surrounding area nor the site are within a site of special designation. Matters relating to listing are not applicable.

Site uses:

The site is currently the side garden to No. 1, Loxley Road, which is currently owned by the applicant. This area has been previously laid out with shrub planting adjacent front and side boundaries, comprising of timber palling and boarded fencing respectively. Demarcation of these areas was by a gravel footpath around a lawn and flagged patio area to the rear of the site. The edge of the proposed site is defined by these features adjacent to a concrete path along the gable of No.1, Loxley Rd. This area appears seldom used at this time.

Natural features / topography / gradients:

No.1, Loxley Rd., is a dwelling raised approximately 1.1M out of the ground at the front to ground floor level, with steps at both the front and rear entrances. To the rear, the parking area in front of an existing garage rises approximately 600mm above the highway access point, where a dropped crossing exists. This entrance is to be retained and enlarged to serve both No1 and the new dwelling, and provide a turning area to provide forward egress from the site. In addition, a ramped approach to the rear door of the new dwelling is proposed in accordance with Part "M" of the building regulations, since it is considered that this access will become the main entrance for the new dwelling. The proposed ground floor level for this dwelling, it is anticipated, will be approximately 800 mm below that of the adjacent dwelling, which will minimise the visual impact of this new dwelling on surrounding properties, particularly with the retention of the side boundary fence, some 1800mm high.

Natural Features:

Existing tree and shrub planting already exists on site and where possible, these will be retained.

Overlooking / overshadowing:

The proposed dwelling is to be positioned in line with the front elevation of No. 1, Loxley Rd., parallel to the existing gable and 2.1M distant, to allow a dividing fence to be provided between paths each side, giving both dwellings front to rear external access. The rear extension of the new house will project at the rear, beyond the existing adjacent property, by only 1.35M, which will not cause serious overshadowing problems on the northern side of the properties. Both properties will have a window serving landing areas, but these will be off-set to avoid overlooking difficulties.

Social & economic context:

It is considered that the proposal will have a neutral impact upon both the social and economic context of the area, apart from providing much needed employment during construction, in an industry recently hard hit by the economic recession, with a knock-on effect to the wider community.

Planning policies:

The relevant national, regional and local policies are as follows:

National policies are set out in Planning Policy Statement 3, Housing, (PPS3), which supersedes Planning Policy Guidance Note 3, Housing, but still maintains as the Government objectives that LPAs should provide sufficient land for housing development that gives priority to reusing previously developed land in urban areas, in preference to the development of Greenfield sites, and, creates more sustainable patterns of development by essentially building close to existing facilities and services, thereby supporting the same. The statement advocates increasing the density of development within urban areas. This development will, in a small way, contribute to these objectives, being built upon previously used land, located in a sustainable location, close to shops and services, without the need to travel.

Regional policy is set down in the Draft Regional Spatial Strategy for Yorkshire and Humberside, Policy P1:

Strategic Patterns of development:

Location Principles:

- a) Policies should be developed that minimise the need for Greenfield development and the need to travel;
- b) Wherever possible development should be located within urban areas.

Policy H1:

Distribution of new housing:

- a) Development plans should include appropriate policies and proposals so as to achieve the annual additions to the housing stock set out in Table H1 over a period 1998-2016.
- b) The regional target for the proportion of housing development taking place on previously developed land and through the conversion of existing buildings is 60% over the period 1998-2016.

Strategic Planning Area Annual Provisional Target – Barnsley:810; 49%. Although on a very minor scale in the current depressed economic climate, this proposal will contribute to this total, set prior to the current recession, and being within an urban area, on previously used land, will help to reduce the pressure on Greenfield land.

Local Policies. These are currently under review and will be covered by The Barnsley Local Development Framework, which will doubtless support the Government's approach to the re-use of previously developed land and it is expected that the supply of new housing from Brownfield and windfall sites, together with conversions, will remain high. In applying for this planning permission, account has been taken of policies H6 & T2.

It is considered that the application meets all three main criteria of Policy H6 in that it is located within the limits of an existing settlement, makes use of previously developed land and comprises of infill within an existing settlement. Moreover, the scheme meets the further five criteria, in that it would be compatible with the settlement's size, character, location, setting and amenities; also it would accord with transport policies relating to new development, particularly policy T2, taking proper account of transport and land use relationships and it would provide a high standard of housing and the built environment. Policy T2 requires that the new development is located in accessible locations to ensure sustainable developments. The present proposal meets this criteria for the reasons previously outlined. The parking provision of two parking spaces per dwelling satisfies the requirements of supplementary Planning Guidance Note7, "District Wide Parking Standards", that sets a maximum parking standard of two parking spaces for two and three bedroom properties with medium accessibility.

Involvement of Community Members:

The house most affected by the proposals is No.1, Loxley Road, which is owned by the applicant and currently rented to a third party, who has been advised of the application. Neighbouring properties are situated in accordance, or better than, design guide principles. The roof formation has been designed to have regard to the fact that the new dwelling is bordered on two sides by a road, although the neighbours opposite will be presented only with blind walls to protect their privacy, above the existing fence, which it is intended to retain, in the main, after modification at the vehicular access. Since this is clearly a minor scheme, with little impact upon other properties surrounding, it is considered that further consultation, on the part of the applicant, is unnecessary. It is known that previous objections were received on the previous application, and, no doubt, these will once again be forthcoming from some parties. We, therefore, include in support of this application, other examples, throughout the Borough, where similar proposals have been permitted.

Amount and scale:

The application is for a single detached house sited at the junction of two roads. The house has, therefore, been designed as basically a square building, to allow the formation of a pyramid roof to provide it with a sense of continuity between the two viewing points, i.e. Loxley Rd., and Lund Ave. In addition, opposite the site, on the other side of Loxley Rd., there are two pairs of semi-detached houses with hipped roof formations, as have the two newly-built semi-detached houses on the opposite side of

Lund Avenue, and to reflect these was felt desirable to provide a visual link. The scale is two storey to match other properties roundabout. It is intended that this dwelling will be set approximately 800mm lower than No. 1, Loxley Rd., to minimise the effect on existing properties on the opposite side of Lund Ave.; the formation of a pyramid roof, to suit the main plan form, will aid this intention by the avoidance of tall gable features.

Layout:

Relative locations of different uses: Not applicable.

Accessibility and travel distances: Not applicable.

Crime prevention:

The site is surrounded by dwellings on all sides and the side boundary fence is to be retained in the main. If approved, additional security measures will be provided in accordance with "Secure by Design."

Landscaping:

Existing areas of planting outside the work zone to be retained and supplemented by additional shrub planting upon completion of the works.

Appearance:

Style / Design / Details / Materials:

These items have been described in some detail under some of the previous headings. The rear extension has been provided to include garaging with a third bedroom over, to make economic use of the site to provide a useful family dwelling. The overall style is one of simplicity, which, hopefully, will quietly blend into the existing settlement. To this end, the initial thoughts for the choice of external materials was to use concrete tiles above buff facing brickwork. However, given the recent new build properties on the opposite side of Lund Ave., which have been built in predominately red facing bricks with hipped roof formation, and the fact that the four dwellings on the opposite side of Loxley Rd., are also built in red facing bricks, an argument could be made for using a similar brick to provide a visual continuity between these dwellings and possibly quieten the impact of the recent new additions.

Access for mobility users:

As described elsewhere externally and, internally, in accordance with Part "M" of the Building Regulations.