Design and Access Statement.

Erection of Bungalow, land to the rear of 14, First Avenue, Royston.

This application follows the refusal of permission for a dormer bungalow on the site, 2009/1131.



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CONTEXT

Physical context

The Surrounding Area:

The site lies within an established residential area close to the centre of Royston village. Directly to the west is the applicant's bungalow, which fronts onto First Avenue. First Avenue is a public highway which provides pedestrian access to the fronts of a mix of detached and semi-detached houses and bungalows sited either side. To the east of the site lies North Street, providing vehicular access to the houses on First Street, and fronted on the opposite side by terraced housing.

To the north and south of the application site lie the gardens of the adjoining dwellings, No 12 being a house with a two storey side extension, and No 16 a bungalow. There is a large detached double garage 6m x 6m at the rear of the garden of No 12, set 3m back from the pavement, which abuts the site boundary. In addition there are two large fir trees in the garden of No 12, one of which partially obscures the view of the site from the first floor extension window of No 12. Most properties on this side of First Avenue have deep gardens, and garages fronting onto North Street, several of them substantial buildings. The garage to the rear of No 26 is 7m wide, 2.7m to the eaves and 3.8m to the ridge. To the rear of Nos 4 & 6 First Avenue a dormer bungalow (Nordene, No 7) has been erected facing onto North Street, in a similar position to the building now proposed. While gardens are deep, their appearance is varied, with No 18 having been completely surfaced in tarmac, and No 20 packed full with outbuildings, a caravan and boat.

The majority of the properties in the surrounding area are constructed in red brick and slate roofs, though the two bungalows at 16 and 18 First Street are in stone with some render, Nos 6 and 8 First Street are renderedWhile the garage to the rear of No 12 is constructed in concrete panels with a pebbledash finish, most garages are brick built. . The large garage at No. 26 has side walls in white painted blockwork .

The Site:

The site at present comprises a grassed area and concrete garage, bounded on one side by the drive providing vehicular access to North Street for No 14. This drive extends close to the applicant's bungalow. Beyond this drive is a post and panel fence. On the boundary with No 12 is another post and panel fence and beyond a double garage sited adjacent to their boundary. On the eastern boundary of the site is a substantial privet hedge 3.6m high. The site has an approximate cross fall from side to side of 1 in 30.

Economic context

The development would provide local employment during the period of construction.

Planning policies

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

National policies

These are set out in Planning Policy Statement 3. This states (Paragraph 10) that the Government's objectives include "a sufficient quantity of housing" and " housing developments in suitable locations, which offer a good range of community facilities and with good access to jobs, key services and infrastructure" .

Regional policy

This is set out in the Regional Spatial Strategy for Yorkshire and Humberside.

Policy YH7, location of development
1. First priority should be given to the re-use of previously developed land and buildings and the more effective use of existing developed areas within the relevant city or town

Policy H1 Provision and distribution of housing.

B Plans, strategies, programmes and investment decisions should ensure the delivery of the average annual net additions to the dwelling stock set out in Table 12.1 in locations that accord with the Core Approach and Sub Area policies. This requires 810 net additional dwellings annually in Barnsley district in the period 2004 – 2026.

Though on a very minor scale the proposed development meets both national and regional policy guidance in that it would contribute to housing needs in a sustainable location.

Local policies

The site is allocated as a housing policy area in the Unitary Development Plan. It remains in the settlement allocation in the LDF Draft Proposals October 2005.

The following Unitary Development Plan policies were considered to be relevant when producing the design for this development: Policy H8, H8A, H8D, BE6, T2A and T22

Supplementary Planning Guidance Note 3 – Infill Residential Development - The development will meet the general criteria a-h as set out on page 3 of the guidance note. The scheme has also taken into account relevant guidance contained in Supplementary Planning Guidance Note 2 Design and Layout of New Housing.

INVOLVEMENT OF COMMUNITY MEMBERS

The owners of nearby dwellings were consulted in conjunction with the previous application, and objections received from the occupier of 12 First Avenue. In view of this no pre-application consultation was considered necessary, and the scheme has been amended to address the concerns raised.

DESIGN OF THE SCHEME

Use

Is this justified in terms of:

Site and surroundings – the site lies within a residential area, and is surrounded by housing.

In the comments on the original application the case officer noted that "The residential area around the application site does not have a strong coherent character". This is indeed the case as while the majority of the properties on First Avenue have deep gardens, these gardens vary in character, and are often obscured by fences and outbuildings. The most characteristic feature of the street scene when viewed from North Road is that of single storey buildings set close to the highway. In this context the high hedge on the site boundary appears as an incongruous feature, the other dwellings having fencing where boundary treatment is required.

Land use – the site lies within a Housing Policy Area, and is a "brownfield" site.

Amount

is there justification for:

How much development is proposed - one dwelling can be accommodated without conflicting with Council policies regarding separation distances relating to privacy and the overshadowing of dwellings. In addition both dwellings will have in excess of $60m^2$ of private amenity space as required by Supplementary Planning Guidance Note 2. The new property will have $78m^2$. The existing will retain $60m^2$ to the rear (excluding the parking and turning area), and the front garden also functions as additional private amenity space given the existing boundary fence.

Minimum housing densities of 35 per ha are normally required by the Council. One dwelling on the application site itself is the equivalent of a density of 40 per ha. If the calculation is made n the basis of the present curtilage of No 14 a second dwelling is the equivalent of a density of 30 per ha

Layout

Accessibility and travel distance – The site lies only 60m from the local shopping centre. There are bus stops on Midland Road 90m from the site. From here services 52 and 57 provide five buses an hour in each direction between Barnsley and Royston, and services 59 and 194 provide 3 an hour between Barnsley and Wakefield.

Gradients and topography – The site has an approximate cross fall from side to side of 1 in 30.

The layout achieves the Council's privacy requirements. Thus Supplementary Planning Guidance Note 2 "The design and layout of new housing" advises that "maintaining the amenities of existing residents may be achieved by ... employing a single storey house type in sensitive areas", and the revised scheme is based on such a dwelling. The guidance note states on Page 6 that "Dwellings should be sited 21m apart when the original windows of habitable room windows face each other across private gardens." With the erection of an intervening 2m high fence no windows in the new and existing bungalow

will directly face each other. The first floor extension window in No 12 will not directly face the rear of the new dwelling, and in any case an intervening coniferous tree in the garden of No 12 will obstruct angled views in this direction. The existing boundary fence between 12 and 14 will provide the same level of privacy between the garden of the new bungalow and the garden of No 12 as presently exists. No 16 is a bungalow, and even at an acute angle there could be no view of windows given the proposed 2m high fence. The intervening new fence will also screen views between the private gardens. The only window facing an adjoining garden is a small, obscurely glazed bathroom window set 3.8m from the boundary with No 16.

The distance between the bedroom windows of the new dwelling and the facing terraced houses will be 16.8m. The council's standards provide for lesser privacy separation distances on road frontages. Thus Supplementary Planning Guidance Note 2, Page 7 advises "Where front elevations face across a road the dwellings should be no more than 19m apart. " In some cases the Council will accept a minimum of 12m where the dwellings are of the same storey and it would achieve a streetscape that would reflect local character." On this basis a separation distance of 16.8m is considered to meet these standards.

In terms of overshadowing, no habitable windows in either the proposed or any existing dwelling are within 12m of the wall of another building. With regards to the impact on the adjoining garden of No 12, the dwelling has been designed with a hipped roof to minimise any impact. In addition, only 5m of the new building will lie directly adjacent to the garden of No 12, the remainder will be alongside the garage of No 12. With regards to the garden of No 16, the new building will be sited 3.8m from the boundary and again the hipped roof will limit any impact.

With regards to any disturbance to residents, the main problem with regards to normal backland development is the passing of residents and visitors alongside existing properties. However, this development is not backland development in that both the existing and proposed bungalows will front onto a highway. The front door of the applicant's house fronts onto First Street. The post box is contained in this door, and visitors and deliveries approach the dwelling in this way. The only traffic approaching from North Road is likely to be the cars of the residents, and with the existing long drive vehicles at No 12 already park close to the dwelling, and so the neighbours should not experience any significant increased disturbance from vehicle movements if the new scheme goes ahead. For the occupants of the new dwelling the only disturbance will be from the coming and going of the cars of the occupants of No 14, which would be no more intrusive than that experienced where garages are sited in back gardens on a traditional housing estate.

Scale

Are the following justified:

The size of the building in relation to its surroundings – the area contains a mix of bungalows and houses together with mainly single storey buildings fronting onto North Road. A single storey building, with hipped roof to limit its impact, will fit into these surroundings.

Landscaping

Landscape principles and details – the parking bays will be constructed in interlocking blocks, and the adjacent area on the frontage will be planted with shrubs. A 2m high timber screen fence will be erected to the side and rear to provide privacy both for the occupants of the new dwelling and for those of the existing dwelling.

Appearance

With respect to the architecture /style, design / detail - the bungalow has been designed in an unpretentious style to reflect the architecture of the surrounding area. While the dwellings in this area have pitched roofs and the outbuildings a mix of pitched and flat roofs, the new bungalow incorporates a hipped roof to minimise its impact on both adjoining properties and the wider street scene.

Materials / colours/ textures – the bungalow will be constructed in red brick with dark grey tiles to match the predominant materials in the area.

Access

The existing bungalow will continue to be served by the present drive, though with the removal of the high boundary hedge visibility for this access will be substantially improved. The new dwelling will have access direct from North Street.

Parking for two cars will be provided for both the existing dwelling and the proposed bungalow.

Fire and refuse vehicles will have unimpeded access to both properties.

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 new dwelling will be built to levels that avoids the need for steps at any entrance into the building