



Norfolk Road, Great Houghton
Barnsley
Planning, Design and Access Statement

Prepared by: CD
Client: Mansfield & Rhodes
Date: December 2014
Submission to: Barnsley MBC

DEVELOPMENT OF 6 RESIDENTIAL DWELLINGS AND ASSOCIATED INFRASTRUCTURE

Norfolk Road, Great Houghton, Barnsley

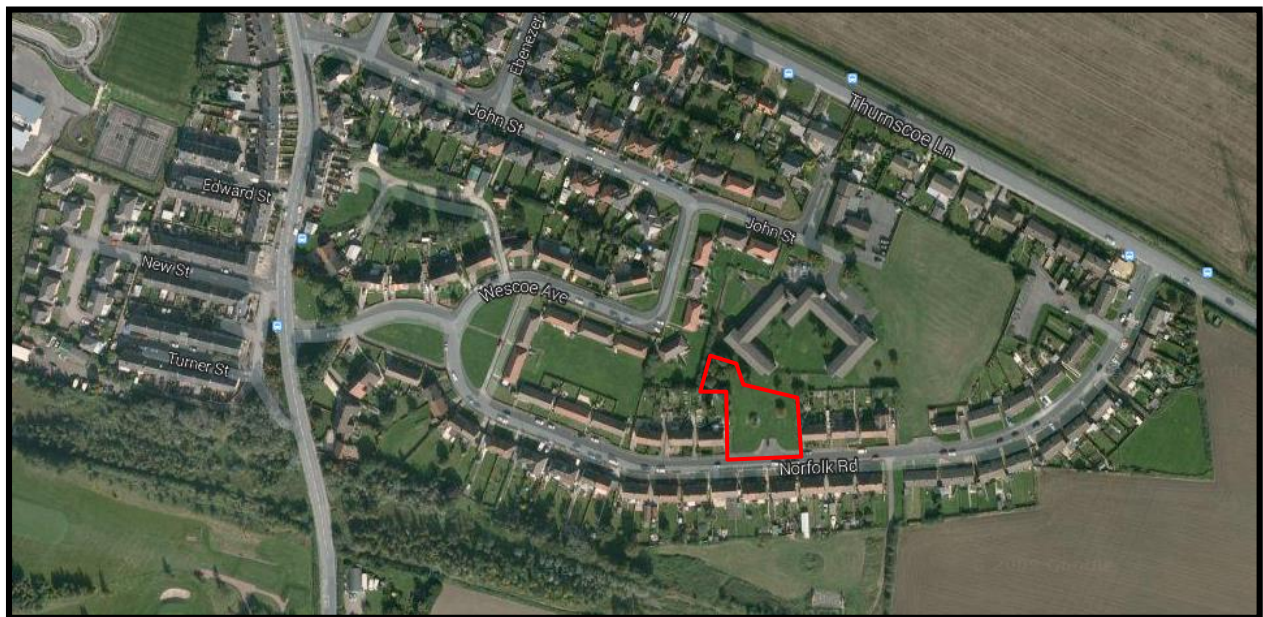
Introduction

The following report has been prepared by Coda Planning Ltd on behalf of Jacob Taylor in support of an application for the proposals noted above.

Location

The site is located to the east of Barnsley and is in the area of Great Houghton. It is situated on vacant land and is immediately surrounded by residential uses on all sides; it can therefore be considered an 'infill' plot of land. In a wider residential context the site is towards the south-eastern base of the Great Houghton, with the settlement following a trajectory running north-west. The site is reasonably well served by local amenities including a pharmacy, the Co-Operative food store and Post Office, plus the additional services and infrastructure provided by its proximity to Barnsley town centre; approximately 9km to the west. Several bus routes running into the town have stops surrounding the site and the nearest train station is Thurnscoe; approximately 2.4km to the east.

Aerial shot showing approximate site boundary edged red





The photograph above shows the current access to the site; with the now demolished Sandhill Court Sheltered Housing complex in the background.



The photograph above shows Sandhill Primary School and below shows the local Co-Operative food store, Post Office and pharmacy; all in close proximity and walking distance of the site.



The Site

The site lies on undeveloped land and sits immediately within an exclusively residential area. The site is an 'infill' plot of land and main access to the site would be from the existing Norfolk Road. To the north of the site is a vacant plot of previously developed land, where the Sandhill Court Sheltered Housing complex used to sit until recent demolition. The complex was demolished with the intention the land was held as an asset by the Council for future redevelopment for housing.

Design Proposals

As indicated on the drawings accompanying this application the proposals for the site consist of the following:

- Erection of 2no 3-bedroom semi-detached dwellings with 2 associated parking bays and 2 associated 'semi-detached' single garages.
- Erection of 3no 3-bedroom terraced dwellings with 4 associated car parking spaces and 2 associated 'semi-detached' single garages.
- Erection of 1no 2-bedroom single storey dwelling with 2 associated car parking spaces.
- Development of associated landscaping and infrastructure including access to the car parking and dwelling at the rear and retention of existing trees where possible (in accordance with accompanying tree survey and protection plan).

In terms of the form of the proposed buildings the intent is to replicate the existing regularity and scale of the current street scene, whilst also achieving a volume of units that makes the site viable for development. The scheme continues the established run of houses along Norfolk Road and it is considered that the proposed semi-detached units especially maintain this visual theme. The proposed run of three terraced units does create an element that is, to a degree, inconsistent with the typology of the dwellings in the immediate vicinity, but it should be acknowledged that there are already several houses that act as a break between the predominantly semi-detached vernacular. When viewed in this context, it can therefore be considered that this part of the proposals simply extends this feature and indeed enhances this aspect of the character of Norfolk Road.

The materials proposed are also intended to replicate those typically used in the area, whilst at the same time slightly enhancing the quality of the surrounding street through the sensitive employment of high quality products and thoughtful, considered design elements.

The application site is slightly sloped upwards from front to back a reasonably consistent increase in level of approximately 3-4m over a 30-50m. This can be seen in the accompanying street scene elevation but due to the limited nature of the topographical change it has not had a significant impact on the design of the proposals.

Particular attention has been paid to the design implications of the requirement for 2 car parking spaces per dwelling (set out by Barnsley MBC during pre-application discussions). Implications of this could have been a street scene heavily dominated by parked vehicles which

would not only negatively impact upon the visual amenity of the street but also be in out of alignment with the recommendations set out within the South Yorkshire Residential Design Guide. The Design Guide states that the visual impact of front parking should be reduced through the provision of front boundary screening and as shown in the proposed site plans this method has been adopted where relevant in this case. However it is also evident that efforts have been made to accommodate most of the parking requirement to the rear of the site. By doing this much of the problem of the visual impact of on-street parking is eliminated, thus contributing towards preserving the existing street scene.

The accompanying tree survey and protection plan assess the value of the trees that already exist on the site and how these can be protected from any detrimental impact of development. As shown in these documents, a number of the trees on site are suitable for retention and indeed *can* be retained throughout the development of the site. As a result of this it is considered that the trees on site have been treated with an appropriate level of sensitivity, will certainly continue to make a positive contribution to the site, and therefore the proposals can be viewed positively in this respect.

Access, Highways and Parking Considerations

As evident from the proposed site plan the private drive to the parking and dwelling at the rear of the site is of suitable size and dimension to serve the proposals. In addition to this it is considered that the access via a dropped kerb is an appropriate solution for a point of access that will see relatively limited use. A dropped kerb will enable the retention of the public footpath along the highway and so is also a desirable solution in terms of pedestrian safety and amenity.

In terms of the volume of car parking associated with the proposed dwellings, the proposal of 2 per dwelling is considered to be sufficient for the both the location and the house types. Barnsley's 'Parking' Supplementary Planning Document (adopted March 2012) sets out that in this location ('Borough wide') for dwellings of 3 or more bedrooms a maximum of 2 can be provided. The pre-application discussions held between Coda Planning and Barnsley MBC established that for this location this maximum amount was required and therefore the provision of this volume is considered acceptable.

Policy Context

Currently the Development Sites and Places SPD is being consulted upon. Therefore, the UDP saved policies and site allocations are still treated as relevant and material to the application, though only insofar as they are in alignment with the NPPF. The site falls within the UDP Housing Policy Area and is allocated as housing use. The proposed residential development corresponds with this policy and therefore it is considered that the principle of the proposed development should be deemed acceptable in this regard.

Core Strategy Policy CSP13 sets out that the most sustainable housing sites should be afforded precedence for development and Policy CSP14 states priority will be given to residential

proposals on sites making the most efficient use of the borough's land supply i.e. infill sites or previously developed land. The site is an infill plot of land sitting in between residential dwellings on all sides. It can be considered sustainable due to its position within a predominantly residential setting and the existing amenities and infrastructure present in the locality; as a result the site satisfies criteria associated with both Policy CSP13 and CSP14. Further, Policy CSP17 identifies Great Houghton as an area of low housing demand that the Council will actively support in an effort to reenergise the housing market and create a more vibrant neighbourhood and community through encouraging housing growth.

Following publication of the Barnsley Five Year 'Deliverable' Housing Land Supply Report (April 2012-March 2017) the Council have stated that they do not currently have a five year supply of deliverable housing land; 3303 net dwellings can be delivered against a requirement for 5705 net dwellings. Consequently, the NPPF paragraph 49 states that all relevant local housing policies should be considered out of date and any application, where it can be demonstrated that they are in a sustainable location, should be determined in line with the NPPF Presumption in Favour of Sustainable Development (paragraph 14).

To this end, the site in question is demonstrably sustainable and considering the Council's legal requirement to demonstrate a five year supply of deliverable housing land, the site would actively contribute to meeting this obligation if granted permission for residential development.