

Design & Access Statement

For a Development of 4 Dwellings and 10 Garages
Land off the Walk, Birdwell, Barnsley

December 2008

Design and Access Statement

**For the Development of 4 Dwellings and 10 Garages
Land off the Walk, Birdwell, Barnsley**

Barton Willmore
Elizabeth House
1 High Street
Chesterton
Cambridge
CB4 1WB

Tel: 01223 345 555
Fax: 01223 345 550

Ref: 17446/A5/P1/DRB/CMG
File Ref: 17446.P1.DA.DRB.doc
Date: December 2008

COPYRIGHT

The contents of this document must not be copied or reproduced in whole or in part without the written consent of The Barton Willmore Planning Partnership Anglia.

All Barton Willmore stationery is produced using recycled or FSC paper and vegetable oil based inks.

1.0 INTRODUCTION

- 1.1 This Design and Access Statement has been submitted to Barnsley Metropolitan Borough Council on behalf of the Vernon Wentworth Nominee Trustees in support of a Reserved matters planning application for the development of 4 dwellings, and 10 garages on land between the Walk, and Sheffield Road in Birdwell.

Description of this Planning Application

- 1.2 The 4 dwellings are proposed to be detached and two storeys high. There are two different house types proposed, Type 1 which is proposed on plots 1, 2 and 3 has three bedrooms and a kitchen, lounge and dining living area and an integral garage. Type 2 which is proposed on plot 4 has three bedrooms and a kitchen, lounge and dining living area. Plot 4 has a garage separate from the house. All houses will have front and rear gardens. The 10 garages are proposed in two blocks of 5 either side of the vehicular access into the site.

2.0 SITE ASSESSMENT AND EVALUATION

Description of the Site

- 2.1 The application site comprises land to the rear of the houses fronting The Walk and Sheffield Road in Birdwell, Barnsley. Birdwell lies approximately 4 miles (6.5 kilometres) to the south of the centre of Barnsley. Vehicular access to the site is gained between a driveway between numbers 19 and 25 The Walk. A new dwelling is under construction next to 19 The Walk, and discussions have taken place with the developer of this dwelling and the Councils highways officers to ensure that this new dwelling does not impinge on the access required for the application site. The application site is approximately 0.2 hectares in size.
- 2.2 To the north of the site has been developed two large blocks of flats known as Rockley Court. These flats are two and a half storeys high and have been developed close to the north western boundary of the application site where a windowless gable wall faces the application site. A gated access has been formed from the flats to the application site. This was not a requirement of the planning permission for the development of the flats as the flats are accessed through their own access directly off The Walk. The retention of the gated access through the application site is not catered for by this proposal, and is not a requirement off the Council. The position with this access is the same now as when the outline application was considered.
- 2.3 The application site has been used as a garage court for a number of years. There are some 23 garages within the application site, and almost all are in very poor condition. Prior to submitting the outline planning application provision was made by the applicant for replacement parking for the local residents mostly for properties on Sheffield Road. And sales have been completed on a number of garage sites outside the application boundary. In addition to this parking for residents, a further 10 garages are proposed in this application, nine of which will be available for local residents.

Planning History

- 2.4 The recent relevant planning history of the site comprises the following planning applications:
- 2.5 An outline planning application B/05/0358/WB was submitted on the 1st March 2005 and was refused on the 15th July 2005. This application was originally submitted for 5 dwellings

and 6 garages for use by residents of the existing surrounding properties. The access was proposed through the same access as the current application.

- 2.6 The application was recommended for approval by officers, and was put to the Councils Planning Regulatory Board. Following member's comments at a meeting of the Board on the 14th June 2005, the application was amended on the 22nd June 2005 to reduce the number of dwellings from 5 to 4, and to increase the number of garages that could be made available to local residents to 9.
- 2.7 The application was again considered at a meeting of the Planning Regulatory Board on the 12th July 2005. It was again recommended for approval by officers, and no highway objections were raised. Despite an officers recommendation for approval the application was refused by members for the following reason: "The Council considers that the proposed development will result in the loss of parking and garaging facilities for the local community. As such it is considered that this, together with the development itself, will result in significant additional on street parking on The Walk, to the detriment of highway safety."
- 2.8 Following this refusal the application was appealed, and a further outline planning application was submitted. This outline application number 2005/2139 was approved giving outline consent for 4 dwellings, and 10 garages. In the light of the approval of outline planning permission the appeal was withdrawn.

Social and Economic Context

- 2.9 The development proposes 4 high quality homes that have been designed to provide flexible accommodation, including meeting the requirements of families by providing 3 bedrooms, and front and rear gardens. The dwellings proposed are all three bed units. The new garages will be of benefit to the existing nearby residents many of whom do not have the benefit of garages.

Planning Policy

- 2.10 Relevant planning policy is set out in national planning policy, the recently published Regional Spatial Strategy (RSS) for Yorkshire and the Humber, the saved policies of the Unitary Development Plan (UDP) (2000), and the emerging Local Development Framework (LDF). The LDF is still in the early stages of its development so we have accorded its policies little weight.

- 2.11 Planning Policy Statement 3 (PPS3) Housing (2006) aims to ensure the provision of a flexible, responsive supply of housing land. PPS 3 encourages the development of previously developed land such as the application site for housing.
- 2.12 Planning Policy Guidance 13: Transport states in paragraph 6 that "local authorities should accommodate housing principally within existing urban areas, planning for increased intensity of development for both housing and other uses at locations which are highly accessible by public transport, walking and cycling" such as the application site.
- 2.13 Paragraph 51 states that "local planning authorities should not require developers to provide more spaces than they themselves wish, other than in exceptional circumstances which might include for example where there are significant implications for road safety which cannot be resolved through the introduction or enforcement of on-street parking controls."
- 2.12 The RSS for Yorkshire and Humber was published in May 2008 and now forms part of the Development Plan.
- 2.14 The RSS sets out housing numbers that the Borough must allocate and deliver. The plan states that Barnsley must deliver 24,270 homes between 2004 and 2026. In Barnsley, the indicative gross annual build rate between 2008 and 2026 is given as 1,135 homes this requires the Council to step up the housing supply compared to the average housing delivery in the last decade.
- 2.15 The UDP was adopted in 2000 and the majority of policies were 'saved' by the Secretary of State in 2007, in the interim period whilst the Council continues to prepare an LDF.
- 2.16 UDP policy H8A is applicable to the development and states: "The scale, layout, height and design of all new dwellings proposed within the existing residential areas must ensure that the living conditions and overall standards of residential amenity are provided or maintained to an acceptable level both for new residents and those existing, particularly in respect of mutual privacy, landscaping and access arrangements." UDP policy H8D states that: "planning permission for infill, backland or tandem development involving single or a small number of dwellings within existing residential areas will only be granted where development would not result in harm to the local environment or the amenities of existing residents, create traffic problems or prejudice the possible future development of a larger areas of land." Also relevant are UDP policies BE6, BE6A, and H8F.

2.17 Councils Supplementary Planning Guidance 3 (SPG3) on Infill Residential Development sets out a number of requirements for infill residential development.

Constraints and Opportunities

2.18 This development has been informed, and constrained by the outline application *previously approved on the site, by the development plan, and by the functional needs of the development proposed.* The site offers the opportunity to develop a small infill site on brownfield land, in a sustainable location, where planning policy supports the principle of residential development.

2.19 The size and shape of the site, and the need to preserve the amenity of neighbouring properties has constrained the development.

3.0 CONCEPT AND DESIGN RESPONSE

3.1 The design of the proposed development has been informed by:-

- Site context
- Surrounding uses
- Planning history

Use

3.2 The proposal is for the erection of 4 three bed dwellings, and 10 garages in two blocks of 5.

Amount, Scale and Appearance

3.3 The amount of development on the site has been determined by the approval of the outline planning application. The planning history illustrates that the amount of development on the site was the product of negotiations between the applicant and the Council. The outline application included indicative details of a layout showing four detached homes on the site, and 10 garages in two blocks. The development comprises three bed homes in order to provide accommodation that will appeal to a wide range of households. The development will also increase the choice of house types in the immediate locality which currently comprise in the main, flats and terraces houses.

3.4 The scale of the dwellings at two storeys has been proposed in order that the dwellings are appropriate to their location. The surrounding development on three sides is two storey terraced dwellings, with two and a half storey flats to the north west. Development above two storeys increases the risk of the overlooking of adjacent properties so the development has been kept at two storeys.

3.5 The appearance of the development comprises two house types of a simple design. The design has been influenced by the requirement to create a useable living space in side the dwellings with sufficient natural light. This has been achieved by the use of French windows on the west elevations. Interest has been added to the proposals by incorporating a range of roof lines at first and second floor level. The garages are by necessity a functional design. The materials proposed are brick and tile with a pitched roof. This design is an improvement over the current garages on the site which are

constructed from a range of less attractive materials including concrete and tin with mono pitched roofs.

Layout

- 3.6 The layout of the development achieves a good design. The location of the two garage blocks near to the access keep the traffic associated with these away from the new dwellings and provides the turning head next to the garages to allow easy manoeuvring of vehicles on the site. *The four dwellings are laid out so that their rear elevations face the rear elevations of properties on The Walk. If the dwellings faced the opposite way it could create an uncomfortable relationship between the rear of the properties in The Walk and the front of properties in the proposed development.* Plot 1 has been positioned so that it takes account of the gable wall of the flats on the adjacent site, which present a blank elevation to the application site.
- 3.7 The issue of overlooking has been addressed through ensuring that the distances from the habitable room windows to the windows in the existing dwellings is greater than 21 metres. The habitable room windows are also 10 metres from the boundary with existing private gardens. The layout shown also provides adequate private garden space to the rear of the dwellings for recreation and front gardens which improve the living conditions of the dwellings by increasing privacy and reducing disturbance.
- 3.8 The layout includes a turning head suitable for a refuse vehicle as required by SPG3 and a highway and pedestrian access as required by the Council highways officers to provide appropriate visibility splays.
- 3.9 Some trees on the application site are proposed to be removed and others on the site boundary *will be protected during construction. The trees on site are not mature and it is considered that the loss of the trees on the site is not material, as the development of the site will improve its appearance, and through the introduction of gardens will increase the amount of green space on the site.*

Landscaping

- 3.10 The landscaping will comprise hard landscaping in the form of roads, paths and parking areas as shown on the Site Plan/ Survey Overlay. The design of these has been influenced by the need to design the access arrangements to meet the Councils highway standards. The materials in the hard landscaping have not been specified, and could be controlled by

condition, as could the location and height of fences between the new properties if required.

- 3.11 The soft landscaping will comprise garden planting in the front and rear gardens of the new properties. It is not considered necessary to provide more detail on this garden planting as this is outside the scope of planning control.

Crime Prevention Measures

- 3.12 The development has sought to design out crime by creating secure rear gardens to plots 1 to 4 with no separate rear access. The front of the plots is overlooked by a number of dwellings providing natural surveillance. Garage block 2 is overlooked by the southern elevation of plot 4. Garage block 1 and the access will be overlooked by number 19 The Walk and other houses to the south and well as the new dwelling to the north of 19 The Walk.

Access and Circulation

- 3.13 Pedestrian accesses to the development will be easily available all around the development. Parking has been located conveniently close to the homes.
- 3.14 The buildings will comply with the Disability Discrimination Act and access can be provided to all areas for able bodied and disabled visitors.

Pre- Application Consultation

- 3.15 The Council planning department was consulted on this proposal before submission to clarify the supporting documents required. The Councils Environmental Health Department was consulted over the landfill gas issues. The Councils highway officers were consulted over the suitability of the means of access. The owner of the land adjacent to number 19 The Walk has been consulted to ensure that the development of a new property on this land does not conflict with the proposed access for this application.