

Design, Access & Planning Statement to accompany application for a new dwelling on land to rear of 207-209 Manchester Road, Thurlstone, Sheffield S36 9QS and abutting High Bank Lane.

Introduction

This statement has been prepared on behalf of Mr & Mrs Stuart & Anita Kimberley and will accompany a Full Planning Application (PP-11894798) for a new dwelling on land to the rear of their existing property at 207-209 Manchester Road, Thurlstone involving the erection of a two storey four bedrooomed dwelling.

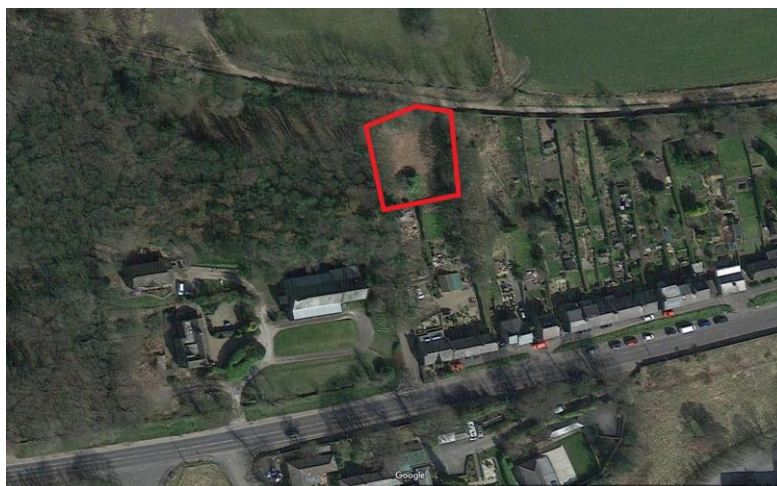
Pre-Application advice was sought for an initial proposed scheme and received from Laura Bennett at Barnsley Metropolitan Borough Council on the 4th of August 2022 with other consultees following after this date. A full copy of the advice as received is contained in Appendix 1 at the end of this statement.

Context

The site is situated within the settlement of Thurlstone and its urban fabric boundary but outside of its conservation area. The application site is adjacent to green belt and "High Bank" greenspace. The site is approximately 0.3 miles from the centre of Thurlstone (Manchester Road A628 & Towngate junction), a village identified in the Penistone Neighbourhood centred around the Don river and former industries using it.

The site to the North is abutted by High Bank Lane across which is Thurlstone playing fields, footballs fields used frequently. To the East are residential gardens in a similar natural condition to the site. To the West is a bridle and footpath link forming part of the Trans Pennine Trial, beyond this is High Bank Greenspace, a densely wooded area backing onto St Saviour's Church. To the South are residential properties and the applicant's existing own two storey residential dwelling.

The site is served by a local bus links and by the aforementioned TPT bridle & footway.



Aerial View of the site

Use

The site is currently used as ancillary garden amenity space to the applicant's existing residential dwelling. The site is set well back from Manchester Road behind the applicant's existing dwelling and abutting High Bank Lane, although there is no current access to it from this road. Access to the application site is proposed from High Bank Lane via a separate new vehicular and pedestrian access point (as shown on the accompanying drawings).



View South from rear boundary down to Manchester Road

The new proposed dwelling will be located centrally within the application site to avoid clashing, as much as possible, with any existing trees and also to accommodate the large level changes due to the gradient of the existing terrain. The dwelling will be residential surrounded by garden amenity space meeting and exceeding local minimum standards, as is more in keeping with surrounding properties.

The proposed dwelling will contain 3 bedrooms with associated reception rooms and home office space.



Existing Site Plan with contours

Access

There is no current pedestrian or vehicle access to the site from High Bank Lane due to the large level difference and existing retaining structure running along the rear of the site (see right). New pedestrian and vehicle access will be formed from High Bank Lane as detailed in the accompanying drawings (see below).



View East along rear boundary and down High Bank Lane



Following the creation of the new site access point, the vehicle access will be via High Bank Lane via the retained upper site area containing the driveway and double garage (internal dimensions 6.0 x 6.5m) and parking forecourt in excess of 6.0m in front of the garage.

Due to the existing terrain's level differences pedestrian access within the site will be via new stepped access to the upper level of the property continuing to the lower level and garden amenity areas. Pedestrian access to the new site access point is either via High Bank Lane or via the Trans Pennine Trial (TPT) bridleway and footpath to the Western edge of the site giving direct access to Manchester Road.

Access to the applicant's existing property will remain unchanged.



View West along rear boundary and down the TPT

Amount

The scheme seeks to create the following areas;

The redlined site measures 959.1m² / 0.0959 Ha.

The proposed ground floor measures 83.8m² GIA / 100.6m² GEA

The proposed existing first floor measures 83.8m² GIA / 100.6m² GEA

The proposed dwelling measures 167.6m² GIA / 201.2m² GEA

The proposed garage measures 39.0m² GIA / 46.9m² GEA.

All areas exclude the garage except where specifically referred to.



TPT access to left of No.213 Manchester Road



Site areas identified from Hornthwaite Lane (across valley)

Layout

The layout has been carefully formulated to suit the existing sites steep gradients and minimise any earthworks as much as possible, thereby siting the proposals within the natural setting as can be best achieved.

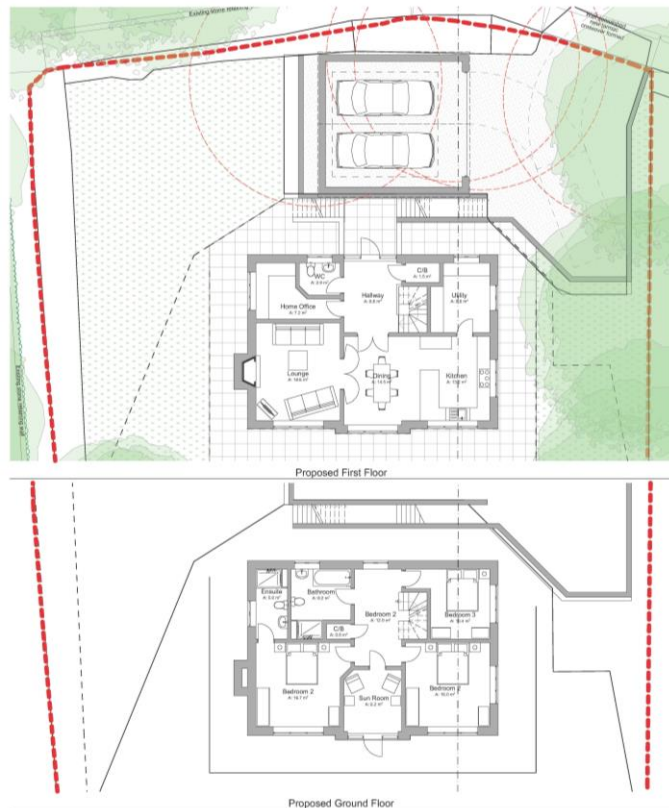
The site includes for the creation of a new access point off High Bank Lane, opening onto a small retained turning forecourt and a double garage serving the property alone.

From this, stepped access down to the first floor level of the proposed property is shown. Ramped or other graded solutions are unfeasible due to the large existing level differences.

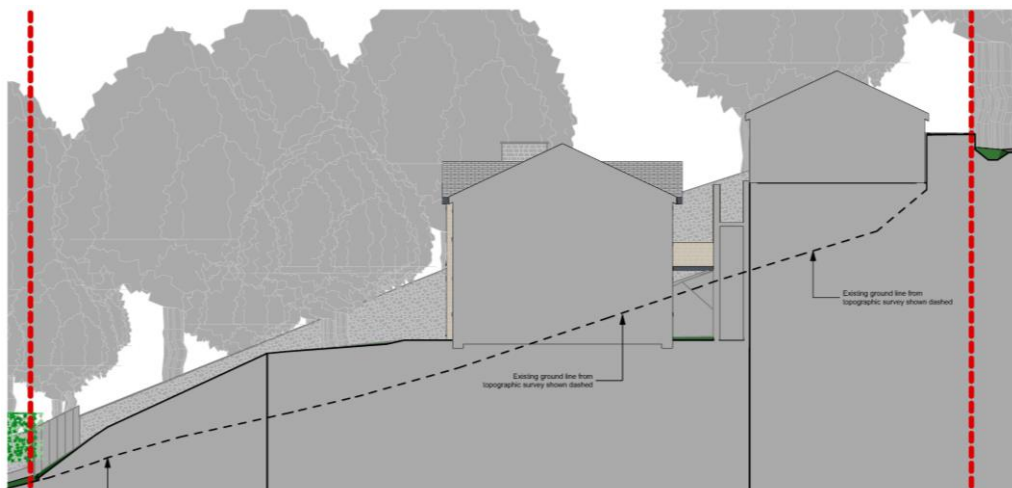
A proposal with level access off High Bank Lane was initially tabled for Pre-Application Consultation but due to this and the subsequent under build created on the opposing Southern façade, this was not supported and a two storey property construction was the preferred development.

Due to this first floor storey entrance, the proposals are for an “upside down” property with the majority of the living and reception areas housed at the upper floor level, as well as making best of the views across the valley.

The site will be re-graded to suit the proposed layout and facilitate access to the site however this will also create the opportunity to generate a gently graded external amenity space immediately surrounding the new dwelling.



Extract of Proposed floor plans



Extract of Proposed Section B-B

The proposals will overlook the application sites own plot with any separation distances vastly in excess of minimum standards. Bathroom window will nonetheless be obscured for privacy.

The all proposed windows will remain overlooking the property's own garden amenity space and are well in excess of minimum separation distances to the neighbouring properties across Green Moor Road.



Example of recently constructed property on High Bank Lane, Fairview House as viewed from Hornthwaite Lane.

Scale

The proposed property is a two storey detached dwelling with 3 bedrooms of varying sizes which is similar in scale to those properties nearest to it.

The proposed ground to eaves height is approximately 5.0m with the ridge being a further 2.2m above this, all of standard domestic proportions and relatable to the local surrounding vernacular architecture.

The combined footprint of the property and the garage measures 147.5m² sat within a site of approximately 959m² giving a dwelling density approximately 10 dwellings/hectare, below target densities for villages of 30d/ha but consideration must be given for the complex nature of the site, existing constraints, ecology, conservation concerns, access and existing gradients.



Example of recently constructed property on High Bank Lane, Fairview House as viewed from Manchester Road.

Appearance

Following receipt of pre-application advice, the proposals have been designed to be sympathetic to their heritage setting and adjacent location to Thurlstone conservation area as illustrated in the accompanying drawing package.

The overall construction is of two storey nature and seeks to replicate the local vernacular architecture with features facing stonework, stone heads and cills and a slate roof.

The dwelling will be formed in traditional manner of construction, one inner leaf of blockwork with an outer leaf formed in facing stone blockwork. Windows will be uPVC windows with no fenestration pattern with stone heads and cills painted left naturally finished. The windows have been sized to provide maximum light penetration into the house and also to provide greater surveillance to the surrounding area.

A sample of the materials under consideration is as follows;

Stone Walling Blockwork Colour: Buff	
Stone Heads & Cills Colour: Buff	
Natural Slate to match existing Colour: Blue	
uPVC Windows & Doors Colour: Anthracite Facias & Soffits Colour: Anthracite	

Landscaping

A tree survey "BS5837 - 207-209 Manchester Road - Arbtech TSR 01 - 10-02-23" & impact assessment "BS5837 - 207-209 Manchester Road - Arbtech AIA 01 - 10.02.23" have been commissioned in line with the pre-application advice received by the applicant and conducted by Arbtech, with full findings contained within these individual reports.

The proposal's siting and impact on the existing landscape have been considered in conjunction with the reports and amending to have least impact on the existing landscape setting. Whilst there is an impact on the existing setting, it is deemed minor with little loss to the overall setting.

As such the perimeter landscaping will be broadly unchanged by the proposals with only the introduction of the new access point to the site making a change to the boundary condition. The upper parking & turning forecourt will be formed with a tarmac finish to best overcome the complex gradient geometry as other finishes e.g. block paving would be difficult to lay effectively to create a long lasting maintenance free surface.

The external stepped access will be formed in matching stone walling blockwork with matching paving flag steps as per the below apron area.

A perimeter maintenance and access apron around the dwelling will be laid in contrasting silver concrete flags with an extended patio area immediately outside the lower ground sun room. The remainder of the amenity space will be re-graded as previously mentioned and sown as lawns, for the future occupiers to cultivate as per their own personal preferences.

Ecology

A Preliminary Ecological Appraisal (PEA) "207 - 209 Manchester Road PEA Report 211222_DW" has also been commissioned in line with the pre-application advice received. The report noted no mammals but several bird species, but concluded the proposed scheme would have negligible impact on the immediate or wider habitats.

The report also found the site of Low support for bats with the "trees are of negligible potential for roosting bats".

The enhancements proposed within the report have been included in the proposals, please refer to proposed elevations and site plans for details and should generate a net biodiversity gain overall.

Planning Policy Framework

Local Planning Policy

The statutory development plan consists of the Barnsley Local Plan, dated Jan 2019.

The site has no specific allocation apart from being identified as within the Urban Fabric of Thurlstone. It is located on the edge of the settlement boundary of Thurlstone, adjacent Thurlstone's Conservation Area but outside of it and adjacent to High Bank Greenspace.

Policy SD1 When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.

Policy GD1 Proposals for development will be approved if amongst other things:

- there is no significant effect on the living conditions and residential amenity of existing and future residents;
- the development is compatible with neighbouring land and will not significantly prejudice the current or future use of neighbouring land;
- adequate access and internal road layouts are provided;
- appropriate landscaped boundaries are provided where sites are adjacent to open countryside;
- existing trees are considered in the layout of development.

Policy H4 Proposals for residential development on sites below 0.4 hectares will be allowed where the proposal complies with other relevant policies in the Plan.

Policy T3 New development to be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists.

Policy T4 New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement.

Policy D1 Development is expected to be of high quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and features of Barnsley including:

- Landscape character, topography, green infrastructure assets, important habitats, woodlands and other natural features;
- Views and vistas to key buildings, landmarks, skylines and gateways;
- and Heritage and townscape character including the scale, layout, building styles and materials of the built form in the locality.

Neighbourhood Plan

The site is also covered by Penistone Neighbourhood Plan, but is otherwise unidentified within it.

Policy BE1: Design of the built environment stipulates,

- Where new housing developments are proposed, homes should be reflective of local architecture and in keeping with the surrounding area;
 - To have no houses above two storeys on the perimeter of built up areas where it adjoins open countryside;
 - New developments should use external building materials that reflect the characteristic of development in the locality.
- All residential developments will be expected to be designed so as to be sensitive to any existing wildlife habitat and corridor and should be appropriately landscaped and in particular development on the edge of the existing settlements shall incorporate tree planting so as to soften the built-up edge of the settlement as viewed from the countryside.
- Development proposals should respect and maintain key views as identified on maps 2 and 3, in order to maintain the character and appearance of the town and villages.

Supplementary Planning Document:

- Design of Housing Development
- Parking
- Trees & Hedgerows

National Planning Policy

The revised National Planning Policy Framework (“NPPF”) was published in July 2018, alongside updated supporting Planning Practice Guidance. A revision to the Framework was published on the 20th of July 2021.

Paragraph 7 advises that the purpose of the planning system is to contribute to the achievement of sustainable development, with the objective of sustainable development being to meet the needs of the present without compromising the ability of future generations to meet their own needs.

Paragraph 8 refers to the three dimensions to sustainable development - economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places

and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;

- a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- an environmental role– contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

Paragraph 11 confirms the presumption in favour of sustainable development. For plan-making this means that:

- a. all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;
- b. strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:
 - a. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area;
 - b. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole. For decision-taking this means:
- c. approving development proposals that accord with an up-to-date development plan without delay;
- d. where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - a. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed;
 - b. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when ass

Paragraph 60 confirms that it is the Government's objective to significantly boost the supply of homes and in doing so ensure that a sufficient amount and variety of land can come forward where it is needed.

Paragraph 69 sets out that small and medium sized sites can make an important contribution to meeting the housing requirements of an area and that local planning authorities should give great weight to the benefits of using suitable sites within existing settlements.

Paragraph 79 promotes sustainable rural development, creating housing where it will enhance or maintain the vitality of rural communities, giving rise for villages to grow and thrive.

Paragraph 126 advises that good design is a key aspect of sustainable development, creating better places in which to live and work and helping to make development acceptable to communities.

Paragraph 130 advises that planning policies and decisions should aim to ensure that developments;

- are visually attractive as a result of good architecture and appropriate landscaping;
- sympathetic to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation or change; and
- function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development.

Case in Support of the Application

The site is within the adopted Urban Fabric but with no specific allocation. The site is currently used as residential amenity space and as a result of the proposals this will remain unchanged bar the footprint of the proposed new structures.

Policy SD1 of the Local Plan advises of a presumption in favour of sustainable development which reflects the main objectives of the NPPF which reiterates that it is the Government's clear expectation that local planning authorities should deal promptly and favourably with applications that comply with up to date plans and that there will be a strong presumption in favour of sustainable development that accords with national planning policies.

While considering SD1 it is useful to consider whether or not the application site is sustainable. It is well located in relation to the centre of Thurlstone with immediate access onto High Bank Lane. The neighbouring Trans Pennine Trail provides alternative pedestrian access to local bus stops, being within approximately 127m (as measured from Google Maps) served by No.s 21, 21a, 23, 25, 25a, 29, 407. This provides extended access to all the surrounding facilities of Penistone, etc. Additionally, there are also two general store shops in Millhouse Green within a 0.5mile walk of the site in addition to those in Thurlstone itself.

One of the objectives of the NPPF is to widen the choice of high quality homes and, in this case, the proposal would make a modest yet positive contribution to variety of housing supply in the village, therefore satisfying numerous areas of advice in the NPPF, particularly paragraphs 7, 8 and 11, 60, 69, 79.

It is therefore considered that the proposal is compliant with the broad objectives of the NPPF in that it will provide economic benefits and also reflects the general need and demand for family housing in the area.

The development is arranged so it would have no impact on the existing neighbours of the site, with no overlooking or privacy issues arising. The siting of the property partially within the bank ensures that sightlines to neighbouring properties are obscured and the development is screened from the road by the existing properties addressing it. The maintained tree line to the North, East & West ensure that development will be screen even from distant views across the valley to Thurlstone. Please refer to the Site Photos, Site Photomontages and Elevations.

The relatively modest nature of the proposal ensures sufficient areas of private garden and amenity space are maintained on the plot in relation to the size of the final property.

The new access point proposed is splayed so that there will be sufficient visibility in both directions along High Bank Lane and the plot would accommodate a minimum of two parking spaces.

This demonstrates compliance with policies GD1, H4, T3 & T4.

In design terms, there is a clear vernacular style associated with the Conservation Area which has been replicated in the proposals ensuring a sympathetic approach to the proposed dwelling's heritage setting. Policy D1 of the Local Plan and the guidance at paragraphs 126 and 130 of the Framework are satisfied.

Conclusion

It is my view that the proposals complies with the requirements of all local and national planning policies. The proposal represents appropriate sustainable development and NPPF also advises that decision takers at every level should seek to approve applications for sustainable development where possible.

There are benefits arising from the proposed development in that it would assist in boosting the local economy. There would be economic benefits associated with the development, in terms of direct and indirect jobs during the construction period, spending within the construction industry supply chain and spending by future family residents in the area, as well as benefits from increased council tax payments.

There would be environmental benefits relating to the sustainable location, the proximity of the services and the resulting options for travel other than the private motor vehicle. There would also be social benefits from the provision of new variety of larger housing capable of accepting the recent changes to work-life locations and requirements of the post Covid-19 pandemic reality.

I would therefore request that the application is considered for approval of planning permission.

Appendix 1 – Pre-Application Advice



John Mahoney <jmahoneyarchitects@gmail.com>

Pre-application Enquiry - 2022/ENQ/00236 207-209 Manchester Road

1 message

Bennett , Laura (PLANNING OFFICER) <LauraBennett@barnsley.gov.uk>
To: John Mahoney <jmahoneyarchitects@gmail.com>

Thu, Aug 4, 2022 at 3:10 PM

Dear John

Application 2022/ENQ/00236**DESCRIPTION: Proposed dwelling****LOCATION: Land to rear of 207-209 Manchester Road, Thurlstone, Sheffield, S36 9QS**

I refer to the above pre-application enquiry. I must apologise for the delay. Unfortunately I am still awaiting key consultation responses from our Conservation Officer and from the Tree Officer so I am unable to provide a comprehensive response to the enquiry, however I do have some initial concerns with regard to the proposed development which I have outlined below:-

Planning Policy Considerations

Planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise and the National Planning Policy Framework 2021 (NPPF) does not change the statutory status of the development plan as the starting point for decision making.

The Local Plan was adopted by the Council in January 2019 along with a series of Supplementary Planning Documents. The site is set immediately adjacent to the Thurlstone Conservation area and within an area of Urban Fabric as allocated within the Local Plan Proposals Map, therefore the following Local Plan policies are of relevance in relation to this proposal:-

GD1 – General Development

D1 – Design

H4 - Residential Development on Small Non-allocated Sites

H6 – Housing Mix and Efficient Use of land

T3 – Sustainable Travel

T4 – New Development and Highway Safety

BIO1 – Biodiversity and Geodiversity

HE1 – The Historic Environment

HE3 – Developments affecting Historic Buildings

In addition, the Council has adopted a number of Supplementary Planning Documents (SPDs) which are relevant. In particular: Designing New Housing Development SPD and Parking SPD. The South Yorkshire Residential Design Guide (SYRDG) is also of relevance.

The Designing New Housing Development SPD provides specific guidance in terms of infill and backland development and should be considered should a planning application be submitted for the proposal:-

Infill Development

As well as the general criteria, including the external spacing standards, infill development should aim to comply with the following:

- Dwellings should be orientated to have a frontage to the existing public highway. Sides and backs and garages should be sensitively located so the frontage of the new development integrates with the existing street scene.
- The space between the proposed dwelling and adjacent dwellings should reflect the prevailing character of the street.
- The siting of the dwelling should reflect the building line of the dwellings on the same side of the street.
- The eaves and ridge heights of dwellings should usually be comparable with the heights of adjacent dwellings.
- Parking provision should be accommodated in a similar manner to how it is accommodated elsewhere on the street (e.g. if existing dwellings are set forward on their plots with parking at the side, the proposed dwelling should not be set back with parking at the front).
- Architectural features, fenestration and materials should reflect the positive elements elsewhere on the street.
- Infill development should not be piecemeal so as to prejudice potential comprehensive development of a larger area of land.
- Landscaped features such as trees, particularly those prominent in the street scene, should be retained and provided with sufficient space for future growth.

Backland development

As well as the general criteria, including the external spacing standards, backland development should aim to comply with the following:

- Tandem development, with one dwelling directly in front or behind another sharing the same access, will almost always be resisted.
- Piecemeal development, which could prejudice the potential comprehensive development of a larger area of land, should be avoided.
- Backland development is most effective where it includes a number of dwellings served by an adopted highway, which is capable of being used by refuse and other servicing vehicles. Long, narrow private drives (typically in excess of 30m), which would result in excessive 'man carry distances' should be avoided.
- Backland development may be more acceptable in circumstances where there is an existing use at the rear of dwellings and where residential development would benefit the amenity of existing residents and the character and appearance of the locality.

Assessment of proposal

The proposal involves the erection of a dwelling in a backland position, on land to the rear of 109 Manchester Road to be accessed via High Bank. The proposed dwelling would occupy an elevated position and would be highly prominent from the surrounding areas. Unfortunately I do have some concerns with regard to the principle of developing this open site, due to highway concerns (outlined below) and the impact of the proposal upon the visual amenity of the area and the adjacent Conservation Area. Due to the sloping nature of the site, a significant amount of under building would be required for any proposed dwelling, which would result in a large and bulky design which would not be in keeping with the surrounding properties or the street scene. In addition, the sloping nature of the site would mean that the surrounding garden areas would be unusable due to the significant slope of the land. The works would also

require the removal of a number of trees which is not acceptable as they provide visual amenity to the adjacent Conservation Area. The site is also set close to a the Grade II Listed Church and Vicarage and I would have concerns with regard to the impact of the proposal upon the setting of these buildings, however I will ask that the Conservation Officer provides comments in relation to this.

In terms of the consultation responses received, please see the initial responses below from our Highways Officer and Ecology Officer:-

Highways

Site Description

The site is located on a slip road off A628 Manchester Road, a classified road with a 30mph speed limit, however, the development will be located at the rear of the site on High Bank Lane, a very narrow single carriageway rural lane, bounded by hedgerows, highway verge and stone walls, with no footways or street lighting. The site is remote from shops, amenities and services and will therefore require all trips from the site to be made by the private motor car which fails to comply with the policies of NPPF 9: Promoting Sustainable Transport and Barnsley Local Plan (January 2019) Policy T3 New Development and Sustainable Travel which is unacceptable and raises a highway objection on sustainability grounds

The application proposes to provide a detached 3 bedroom dwelling to the rear of the site with access being gained from High Bank Lane which is a very narrow rural lane with no footways or street lighting and is therefore unsuitable for intensification of use as it would not allow a vehicle to pass a pedestrian or cyclist and provides no opportunities for vehicles to pass, requiring conflicting vehicles to undertake over long reversing movements which is detrimental to highway safety and raises an objection on highway safety grounds.

Recommendation

I would therefore offer an objection to this application on highway and sustainability grounds and recommend refusal as the proposals fail to demonstrate that safe and suitable access can be provided for all users and fails to meet the needs of pedestrians, people with disabilities, the less ambulant and those with protected characteristics contrary to the policies of NPPF 9: Promoting Sustainable Transport (2021) and Barnsley Local Plan (2019): T New Development and Sustainable Travel

Proposed Development

Access to the site from High Bank Lane would require vehicular visibility splays of 2.4m x 43m and pedestrian visibility splays of 2m x 2m which are within the control of the applicant and in which there are no obstructions over 0.6m to be provided which would need to be shown on a revised drawing.

The Barnsley Supplementary Planning Document (SPD) Parking (2019) Table 1 requires that 2 parking spaces are provided for a 3+ bedroom dwelling. Drawing ASK-JMA-ZZ-ZZ-DR-A-(10)001B Proposed Floor Plans shows that parking will be provided in an integral double garage with internal dimensions of 6.0m x 6.1m which is too small to comply with South Yorkshire Residential Design Guide (SYRDG) 4B.1.1.22-26 which requires double garages to have internal dimensions of 6m x 6.5m. Concerns are raised regarding access to the garages. A dotted line is shown indicating the tracking of a vehicle into the westernmost parking space in the garage which is not acceptable. Garages should have forecourt lengths of at least 6.0m to comply with SYRDG 4B1.1.24 which has not been provided and therefore access to the garage has not been demonstrated which would be likely to result in vehicles parking on the forecourt and reversing out onto High Bank Lane which would not be acceptable. Due to the location of the development and the layout and configuration of High Bank Lane on site turning requiring all vehicles to enter and leave the site in a forward gear which would need to be shown on a swept path analysis drawing for a large saloon car.

The parking area would need to be surfaced in a bound material to prevent loose stones and detritus being trafficked onto the highway with no surface water from the site will being allowed to discharge onto the highway.

Barnsley SPD Parking (2019) Table 2 Cycle Parking Standards requires that 1 secure and undercover cycle parking space is provided per dwelling which could be provided in a 6.5m x 6m garage, however, as the garage does not meet the requirements of the SYRDG revised drawings showing cycle parking would be required.

Recommendation

I would therefore offer an objection on highway grounds as the proposal fails to comply with the parking requirements of South Yorkshire Residential Design Guide (2011) and Barnsley Supplementary Planning Document Parking (2019)

The application also fails to comply with Barnsley Supplementary Planning Document Parking (2019) Table 2 Cycle Parking Standards and therefore fails to meet the aims of Barnsley Metropolitan Borough Council's aims to promote active and sustainable travel and to reduce reliance and use of the private motor car.

Ecology Officer

- An ecological "walkover" survey should be undertaken to consider the habitats on and adjacent to site, and their potential to support protected and priority species. OS maps indicate the presence of a pond within 250 m of the site. The pond should be assessed for its potential to support great crested newts.
- The structures/trees on and adjacent to site should be assessed for their potential to support roosting bats and an assessment of habitats in regard to their suitability to support foraging and commuting bats should be made, and the requirement for further surveys as set out within the Bat Conservation Trust Good Practice Guidelines (2016) considered. If bat activity surveys are required, these will need to be included within the application. Bat surveys cannot be conditioned as part of the planning permission, as the LPA has a 'biodiversity duty' (s40 of the Natural Environment & Rural Communities Act 2006) and it must 'have regards to biodiversity' when making all its decisions.
- Any hedgerows on site should be assessed for their value to the Hedgerow Regulations 1997 if they are to be affected by the proposed development.
- If survey work indicates that there will be potential adverse impacts upon ecological features of value as a result of the proposed development, an Ecological Impact Assessment (EclA) should be submitted as part of the application. The assessment should follow the CIEEM Guidelines for Ecological Impact Assessment (2018).
- External data should be gained including from South Yorkshire Bat Group and Barnsley Biological Records Centre (see: <https://www.barnsley.gov.uk/services/parks-and-open-spaces/wildlife-conservation-and-biodiversity/>).
- Biodiversity & Geodiversity policy BIO1 and the SPDs Biodiversity & Geodiversity and Trees & Hedgerows should be complied with.
- A Biodiversity Net Gain (BNG) assessment is not currently required to support the application. The LPA's policy at present for this part of the borough is for 'no net loss' of biodiversity – however the mandatory standard of 'minimum 10% Biodiversity Net Gain' will be adopted at some time before the end of 2023 and the applicants should ensure that their application complies to the standard that is in force at that time.

I will provide the outstanding consultation responses as soon as I receive them.

Kind regards

Laura Bennett

Planning Officer (Outer Area)

Development Management

Growth and Sustainability

Barnsley Metropolitan Borough Council

Email: laurabennett@barnsley.gov.uk

Mail: Westgate Plaza, PO Box 634, Barnsley, S70 9GG

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John Mahoney <jmahoneyarchitects@gmail.com>

FW: 2022 ENQ 00236 Land to Rear 207 209 Manchester Road Thurlstone

1 message

Bennett , Laura (PLANNING OFFICER) <LauraBennett@barnsley.gov.uk>
To: John Mahoney <jmahoneyarchitects@gmail.com>

Tue, Sep 13, 2022 at 3:27 PM

Dear John

Please see the comments from the Conservation Officer below. As soon as I have the Tree Officer comments I will forward these to you.

Thanks

Laura Bennett

Planning Officer (Outer Area)

Development Management

Growth and Sustainability

Barnsley Metropolitan Borough Council

Email: laurabennett@barnsley.gov.uk

Mail: Westgate Plaza, PO Box 634, Barnsley, S70 9GG

From: Wiles , Anthony (SENIOR CONSERVATION OFFICER) <TonyWiles@barnsley.gov.uk>**Sent:** 13 September 2022 15:21**To:** Bennett , Laura (PLANNING OFFICER) <LauraBennett@barnsley.gov.uk>; Jowett , Edward (FORESTRY OFFICER) <EdwardJowett@barnsley.gov.uk>**Subject:** 2022 ENQ 00236 Land to Rear 207 209 Manchester Road Thurlstone

Hello Laura,

I recall we had a pre-application submission for this site previously and I remember we advised we had concerns relating to the setting of the conservation area and the grade II listed church, the overall visibility of the site and possible negative intrusion into the setting. I've looked at this afresh and I am afraid I do still have concerns. The site is to the rear of 207-209 Manchester Road and is just outside the conservation area being north of its boundary by circa 10m (so is very close). The grade II listed St Saviours Church (<https://historicengland.org.uk/listing/the-list/list-entry/1151827>) is also 30m southwest of the site. There is some screening by trees to the southern edge of the site but overall, I am concerned that the elevated plot and steepness of the slope at the location proposed for development will render the building quite visible. The degree of visibility is in itself not an

issue, but this coupled with the proposed design is a cause for concern. From High Bank looking south the dwelling appears fairly restrained and could quite easily (with the correct methods and materials) fit in well. However, owing to the steeply sloping site, the southern elevation is propped up on stilts and would probably appear more akin to three storeys overall. The design is not especially sympathetic in terms of the heritage setting with a double full width balcony on the ground floor (would appear akin to a first-floor level) and first floor (akin to second) floors, deeply overhung with full width canopies supported on poles. Primarily in this setting of the adjacent conservation area and the listed building I feel this has no precedents in the immediate neighbourhood and could look very out of place. I'd also be wary of the views from further afield on the other side of the valley and the general level of sympathy with the local and historic vernacular.

Regards,

Tony Wiles
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John Mahoney <jmahoneyarchitects@gmail.com>

2022/ENQ/00236 Pre App Planning Consultation Tree Officer

1 message

Bennett , Laura (PLANNING OFFICER) <LauraBennett@barnsley.gov.uk>
To: John Mahoney <jmahoneyarchitects@gmail.com>

Thu, Sep 15, 2022 at 4:01 PM

Dear John

Please see the comments below from the Tree Officer in relation to the above pre-app.

Kind regards

Laura Bennett

Planning Officer (Outer Area)

Development Management

Growth and Sustainability

Barnsley Metropolitan Borough Council

Email: laurabennett@barnsley.gov.uk

Mail: Westgate Plaza, PO Box 634, Barnsley, S70 9GG

From: Jowett , Edward (FORESTRY OFFICER) <EdwardJowett@barnsley.gov.uk>**Sent:** 15 September 2022 15:59**To:** Bennett , Laura (PLANNING OFFICER) <LauraBennett@barnsley.gov.uk>**Subject:** RE: 2022/ENQ/00236 Pre App Planning Consultation

Laura,

There are trees located on and off the site which will need to be considered as part of the application. A tree survey to BS5837:2012 will therefore be required with any application and the information in it will need to be used to inform the layout to ensure the trees remain unaffected by any proposal. If any trees are implicated in the final proposed layout put forward then an arboricultural impact assessment will also be required to deal with these.

The trees will certainly require protection during any proposed development and as such an arboricultural method statement will be required, however if the applicant wished I would be happy to condition this as part of

a pre-commencement condition if the application were approved and the applicant did not want to provide this up front at the application stage.

Thanks

Ed

Edward Jowett

Tree Officer

Development Management

(01226) 772557

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