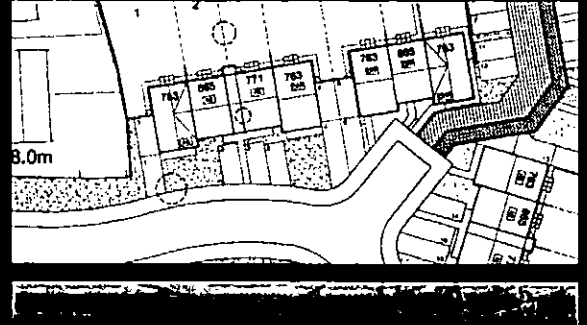


Larch Place, Barnsley

Planning Policy Statement
in support of application
2011/1031



Planning Policy Statement

In respect of:

- Application:** 2011/1031
- Proposal:** Demolition of existing houses to form access and residential development of 43 no. dwellings.
- Location:** Land at Larch Place, Kendray, Barnsley
- Applicant:** Keepmoat Homes

Introduction

This Planning Policy Statement has been prepared to support a Full Planning Application for the Demolition of Existing Houses to Form Access and Residential Development of 43 no. Dwellings together with associated car parking, highway access and landscaping on approximately 1.12 hectares of land to the east and west of Larch Place, Kendray, Barnsley.

This proposal forms the final residential element in the environmental, social and residential regeneration of Kendray as defined within "The Kendray Blueprint Plan" which was drafted in 2000/2001 and subsequently adopted by Barnsley Council as the formal community masterplan.

In form, the proposal provides for the comprehensive redevelopment of 1.12 hectares of cleared land to the east and west of Larch Place formed through the demolition of substandard dwellings. The new development has been designed to functionally, operationally and structurally outperform previous residential construction and provide a more attractive and effective living environment for new residents and visitors.

In accordance with the adopted Kendray Blueprint Plan, client experience and the input of local estate agencies this development provides for 2 and 3 bedroomed properties in a variety of forms and sizes with the objective of providing residents with greater choice in accommodation to meet their existing and projected living needs. In design, the properties are to be traditional in conception and construction to both blend with existing built form and provide the parking and front and rear gardens which are essential for family life.

Whilst it is clear that the development of the site for new residential use as proposed by the accompanying application is acceptable in principle the determination of the application must be subject to detailed assessment under current policy and guidance. This statement has therefore been prepared to highlight material planning policies and provide a cohesive response to considerations raised.

We trust that you will find this document useful in describing the design, planning and development rationale for the proposal however if any further information is required please do not hesitate to contact Kerford & Associates direct.

Planning Policy: Foreword

The Barnsley Local Plan comprises of many layers of supporting Planning policy including documents as diverse as the recently approved Core Strategy, the saved policies of the adopted Unitary Development Plan, residual theme elements from the now revoked Yorkshire and Humber Regional Spatial Strategy and a raft of subject specific Supplementary Planning Documents and Guidance Notes.

To provide a full and detailed Planning Policy statement which responds individually to each of the policies and objectives contained within each of the relevant documents would engender a significant level of repetition which would do little to clarify the Planning position in respect of the development.

The subsequent sections of this Planning Policy statement have therefore been grouped into thematic elements such as Principle of the Development, Design, Environmental Sustainability and so on as a means of collating the disparate policies and drawing out their essential objectives and purpose. Each section is therefore headed by the appropriate Core Strategy policy and a response to that policy provided. Notes are also provided as a means of highlighting whether the theme response complies, is neutral to, or conflicts with corresponding policy from other sources. We trust that this approach maintains clarity and provides a cohesive response.

The Principle of Development

Policy CSP 17 Housing Regeneration Areas

In the following recognised areas of low housing demand we will support a range of housing market regeneration programmes aimed at the renewal of poor housing and the revitalisation of the neighbourhoods and communities:

- *Goldthorpe, Bolton on Dearne, Thurnscoe, and Great and Little Houghton*
- *Royston, Shafton, Brierley and Grimethorpe*
- *Urban Barnsley*

Such support may include: encouraging housing growth by granting planning permission for housing redevelopment addressing the density and mix of housing types and tenure, giving full weight to agreed masterplans produced under housing regeneration area programmes, providing new infrastructure to support the sustainability of communities.

Response

In land use planning terms, the sites are located within an area defined as "Urban Barnsley" within the Barnsley Settlement Assessment produced by the Babbie Group in 2003. Within this area the adopted Unitary Development Plan further identifies Urban Barnsley as a focus for housing and economic growth - an objective carried through to the Core Strategy, Barnsley's most current expression of Planning policy.

Under the objectives of Policy CSP 17 the renewal of poor quality housing stock would be supported by the Local Authority through the granting of Planning Permission for housing redevelopment which addresses the density and mix of housing types and tenure.

Moreover, the essential support granted under Policy CSP 17 makes reference to "...giving full weight to agreed masterplans produced under housing regeneration area programmes"

As will be noted from the application pack, this proposal has been developed as a regeneration initiative derived from the adopted community *Blueprint* for Kendray. The sites themselves are located within, and adjacent to, Housing Action Area 9 where it is acknowledged that residential use and physical regeneration is a priority objective.

From this cross platform support it may therefore be confirmed that the proposed development is acceptable in principle subject to matters of detailed design.

Supporting Policy Compliance

The Response to this section also responds to the following supporting Policies:

Source	Policy	Compliance
aUDP	H3	Complies
aUDP	H4	Complies
aUDP	H8	Complies
aUDP	BA2	Complies

Quanta and Form of New Residential Construction

CSP 9 The Number of New Homes to be Built

We will seek to achieve the completion of at least 21500 net additional homes during the period 2008 to 2026. A minimum five year supply of deliverable sites will be maintained.

Response

The proposed development provides for the creation of 43 new homes - a net increase of 17 when the four dwellings and two shops to be demolished as part of this application are discounted together with the 22 sub-standard properties demolished as part of site clearance works.

Whilst this increase may be considered modest in the light of the target figures to 2026 the increase in dwelling stock within the local community will have notable effect and the improved standards and quality of construction will do much to safeguard and maintain the longevity of housing stock within Barnsley.

CSP 14 Housing Mix and Efficient Use of Land

Housing proposals will be expected to include a broad mix of house size, type and tenure to help create mixed and balanced communities. Homes must be suitable for different types of households and be capable of being adapted to meet the changing needs of the population.

Proposals to change the size and type of existing housing stock must maintain an appropriate mix of homes to meet local needs. Priority will be given to the development of previously developed land and we will seek to achieve between 55% and 60% of homes to be built on previously developed land.

A minimum density of 40 dwellings per hectare will be expected, rising to 45 dwellings per hectare within good public transport corridors, and to 55 dwellings per hectare in Barnsley Town Centre.

Lower densities will only be supported where it can be demonstrated that they are necessary for need, viability or sustainable design reasons.

Response

Para 1. In accordance with the objectives of the adopted Core Strategy six distinct forms of dwelling are proposed as part of this application with the objective of meeting the present and future accommodation needs of a broad spectra of the local population.

In summary, the properties to be produced are:

	House Type	Size	No.
665	2 Bed Semi-detached/Mews	61.7m ²	9
763	3 Bed Semi-detached/Mews	70.8m ²	18
771	3 Bed Terraced	71.6m ²	7
828	3 Bed Detached/Semi-detached	76.9m ²	4
843	3 Bed Detached	78.3m ²	1
844	3 Bed Detached	78.3m ²	4

Through providing a selection of property types, scales and formats the proposed development will enable greater choice and opportunity in accommodation selection to better meet the needs of local people, from young families to older persons, and so assist in the creation of a mixed, inclusive and balanced community

Para 2. The housing mix to be provided has been selected from the requirements of the local Community and the advice of the Local Authority. The proposed format of regeneration allows for a greater variety of mix than was previously available and would be more appropriate to the needs of a diverse community than the previous homogenous build. In respect of land priorities, it can be confirmed that all of the proposed development is to be located on previously developed land and so contributes not only to the effective reuse of finite land resources but the Authority's wider targets on the re-use of vacant and redundant sites.

Para 3. Since the general revocation of the national level dwellings per hectare density guidelines of PPG 3; *Housing* Local Authorities have been required under section 46 of PPS 3 to formulate their own density guidelines based on more local considerations. Paragraph 3 of CSP 14 is a reflection of this change in approach:

The proposed development sites aggregate to approximately 1.12 hectares of land on which 43 new dwellings are proposed. These figures generate a dwelling per hectare (dph) density of 38.4 which is at the upper end of the range between the retained national minimum of 30 dph and the Core Strategy suggested level of 40 dph.

Through using density as a design tool rather than as a simple numerical calculation it has been our aspiration to create a new and appropriate urban grain which it is anticipated will aid engender a distinct identity for the new development. We believe that this proposal has met these aspirations through providing a more attractive and efficient redesign of the streetscape without compromising quality of amenity - a view we also feel is accepted by the Local Authority in their support of the

design and layout of the proposal during the pre-application consultations of May 2011 and subsequent agreement during post-submission negotiations in October 2011.

In addition to the design rationale it would be disingenuous not to say that economic factors played a part in the considerations of optimal density. Within the present economic climate securing funding for all forms of development, and most particularly residential construction, is a difficult process. The increased costs of construction and the necessary improvements to energy efficiency and planning obligations under s.106 agreements all serve to reduce the attractiveness of development to external funders and so their willingness to lend. Development must be economically sustainable or in simple terms, it could not be built. A supporting statement on the economic viability of the proposed development has been submitted within the application packet which explores this consideration further.

Para 4. This policy element is not material in this instance.

CSP 15 Affordable Housing

Housing developments of 15 or more dwellings will be expected to provide affordable housing, 25% affordable housing will be expected in Penistone and the rural west, Darton, Barugh and Dodworth. 15% affordable housing will be expected in all other parts of the borough. These percentages will be sought unless it can be demonstrated through a viability assessment that the required figure would render the scheme unviable. The developer must show that arrangements have been put in place to keep the new homes affordable.

Response

The proposed development represents the final stage of the residential regeneration of the Kendray estate. All social housing proposals identified within the Kendray *Blueprint* have now been completed under the public/private sector partnership with the Local Authority and the form of this proposal, as open market dwellings, forms the last element in the creation of a balanced tenure area. As a consequence, no new Affordable dwellings are proposed as part of this development to ensure that this balance is maintained.

Supporting Policy Compliance

The Response to this section also responds to the following supporting Policies:

Source	Policy	Compliance
aUDP	H8	Neutral

Design

CSP 29 Design

Design Principles:

High quality development will be expected, that respects, takes advantage of and enhances the distinctive features of Barnsley, including: topography, Green Infrastructure assets, important habitats, woodlands and other natural features views and vistas to key buildings, landmarks, skylines and gateways heritage, townscape and landscape character including the scale, layout, building styles and materials of the built form particularly in and around:

- *Barnsley Town Centre*
- *Penistone and the rural villages in the west of the borough within and adjacent to Conservation Areas*

Development should:

contribute to place making and be of a high quality, that contributes to a healthy, safe and sustainable environment help to transform the character of physical environments that have become run down and are lacking in distinctiveness enable all people to gain access safely and conveniently, providing, in particular, for the needs of families and children, and of disabled people and older people contribute towards creating attractive, sustainable and successful neighbourhoods achieve a Building For Life assessment rating of 'good' or equivalent as a minimum, in developments of 10 or more dwellings.

Response

The application set for the proposed development contains a Design and Access Statement specifically produced to illustrate and highlight the design rationale for the proposal and its position within the built context of Kendray.

To avoid unnecessary duplication of submitted information we would therefore direct the reader to this document as, unlike a technical report where summaries are possible, the Design Statement must be read as a whole to be fully understood.

In the interests of clarity however we can confirm that the proposed development has been site specifically designed to meet the accommodation needs of the existing and future residents of Larch Place in an attractive, efficient and effective means. The living, mobility and aspirational needs of residents have been considered as fundamental parameters to ensure the long term viability of the proposal and the creation of a sustainable and successful neighbourhood.

Environmental Sustainability Energy Efficiency and Construction Methodologies

CSP 2 Sustainable Construction

Development will be expected to demonstrate how it minimises resource and energy consumption, compared to the minimum target under current Building Regulations legislation, and how it is located and designed to withstand the longer term impacts of climate change. All new dwellings will be expected to achieve at least a level 3 rating under the Code for Sustainable Homes or equivalent. This requirement will rise over the plan period and by 2013 new dwellings should achieve at least level 4, rising to level 6 by 2016. All non-residential development will be expected to achieve at least BREEAM standard of 'very good' or equivalent.

CSP 5 Including Renewable Energy in Developments

All development (either new build or conversion) of 10 or more dwellings or 1000m² of non residential floorspace will be expected to incorporate decentralised, renewable or low carbon energy sources and other appropriate design measures sufficient to reduce the development's carbon dioxide emissions by at least 15% for applications submitted up to 2015, rising to 20% for applications submitted thereafter subject to such measures being practicable and not unacceptably prejudicing the viability of the development.

Where it is not appropriate to incorporate such provisions within the development, an off site scheme, or contribution to such may be acceptable.

Response

CSP 2 and CSP 5

Environmental Design and Energy Efficiency

Details on the proposed means of meeting the Core Strategy's policy objectives on Sustainable Construction and the incorporation of Renewable Energy in residential developments has been fully explored within the "Low or Zero Carbon (LZC) Technology Feasibility Study" produced by Queensbury Design Limited and submitted as part of this application pack.

The report is comprehensive in nature developing from considerations of a "Fabric First" approach to embedded renewable technology (as recognised by the Department for Business Enterprise and Reform (BERR) under the Low Carbon Buildings Programme (LCBP)) and on to a broad spectrum of micro-generation technologies and the legislative, amenity and financial implications of solution selection.

From the analysis undertaken, two separate Options for meeting the requirements of Policy have been proposed for the development under both this application and that of the allied residential scheme at New Lodge (application reference 2011/1032).

Option 1, the *LZC* solution, identifies photovoltaic micro-energy production as the most appropriate sustainable technology for application in light of its financial effectiveness from a lifetime cost perspective, its proportionally larger reduction in CO² emissions and its ability to provide the greatest net reduction in fuel costs as experienced by the property occupant. This solution would provide the necessary expended energy and CO² reductions required to achieve compliance with both approved document Part L1a of the Building Regulations 2010 and also the production of 10% of energy production by renewable means required under planning policy.

Option 2, the *Fabric First* solution, identifies enhancements through structural and energy efficiency means to improve U-Values above those required under approved document part L1a of the 2010 building regulations. Whilst no micro-generation technologies are proposed under this Option of the two distilled Options investigated it is considered that Option 2 would provide a greater reduction in both net energy expenditure and carbon emissions than could be achieved under Option 1.

Water Management and Weather Resilience

The site is situated in an area of low probability of annual flooding as detailed within the response to Policy CSP 3 below. In summary however it may be confirmed that site drainage design will avoid, reduce and delay the discharge of rainfall to public sewers and watercourses. This will protect watercourses and reduce the risk of local flooding, pollution and other environmental damage.

Waste Management

The development will make adequate provision for the internal and external storage of non-recyclable and recyclable household waste.

CSP 3 Sustainable Drainage Systems (SuDS)

All development will be expected to use Sustainable drainage systems (SuDS). Only in exceptional circumstances, where it can be demonstrated that all types of SuDS are impractical, will other drainage management systems be permitted. Planning applications must include an assessment to show that SuDS will work and be maintained. Measures should be taken to avoid water contamination and safeguard groundwater supply.

Developers will be required to contribute to the maintenance of SuDS.

Response

A response to this policy has been more fully explored within the *Flood Risk and Drainage Strategy* prepared by BSP Consulting, which accompanies the Planning Application. This response therefore provides a synopsis of the principle issues and recommendations given in the interests of completeness.

The proposed development is set at between 116.3 and 128.5 metres above the Ordnance Survey datum point and is identified within the Environment Agency's Flood Risk Maps as being located within Flood Zone 1 - an area of low flood risk with a possible risk of flooding of less than 1 in 1000 years. The site itself is formed from a cleared area of residential properties and associated car parking and hardstanding and is served by an extensive existing mains drainage network.

The proposed development will increase the areas of impermeable surface within the site by approximately 210%, given that it is entirely cleared at present, and as a consequence a drainage strategy has been developed which will direct surface water run off to either the existing drainage network or to private soakaways within the curtilage of the proposed properties as subsurface conditions dictate.

Where permeable strata has been identified and is at a suitable depth below ground level soakaways will be used for the disposal of surface water generated by the proposed dwellings and associated hardstandings. Where permeable strata has not been found or is too deep for traditional soakaways the proposed dwellings will discharge to the public surface water sewers crossing the site.

The drainage from the public highways running through the site will be positively drained to the public sewers as is presently the case. Where soakaways are not suitable for the discharge of surface water generated from the development site surface water should discharge to the local public surface water sewer network at a rate not exceeding 30% less than the existing rate.

Other additional options such as the use of permeable paving will be considered as the primary treatment and attenuation features for private areas where viable and in consideration of other site constraints.

In respect to contributions to the maintenance of SuDS systems the applicant has confirmed that all of the planned SuDS soakaways to be created as part of this development will be located on private land as a consequence responsibility for maintenance will revert to the property owner on acquisition.

Transportation

CSP 25 New Development and Sustainable Travel

New development will be expected to: be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people, and should not provide more than the maximum number of car parking spaces set out in a Supplementary Planning Document provide a transport statement or assessment in line with the thresholds and guidance set out in Department for Transport 'Guidance on Transport Assessments' as published March 2007 (or any subsequent version) provide a travel plan statement or a travel plan in accordance with the thresholds and guidance set out in Department for Transport 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' as published April 2009 (or any subsequent version). Travel plans will be secured through a planning obligation or a planning condition

Where levels of accessibility through public transport, cycling and walking are unacceptable, we will expect developers to take action or make financial contributions in accordance with policy CSP 42.

If it is not possible or appropriate for the minimum amount of parking for cycles motorbikes, scooters and mopeds to be met on site, the developer must provide, or contribute towards, off-site parking, or improve or provide other forms of travel.

Response

CSP 25

In a similar manner to the response to Policy CSP3 it can be confirmed that a formal response to this policy has been more fully explored within the *Transport Statement* prepared by BSP Consulting which accompanies the Planning Application. This response therefore again provides a synopsis of the principle issues and recommendations given in the interests of completeness.

The pedestrian and cycling perspective - access to services

Access to shops, community facilities and the public transport network within the Larch Place area is considered to be good. It is noted within the Transport Statement that *"Although Kendray has a hilly topography and job opportunities may be located further afield, there is good scope for walking (and by implication cycling) in the local area for access to schools and services. The most notable local facilities are Kendray Post Office on Birk Avenue, Barnsley Academy & AW pitches, Farm Road Community Centre and Boots Pharmacy at Oak Park Primary Care Centre. All of the above are located less than 1 km from the site and can be reached in less than 20 minutes on foot. 5.3 The development proposals include a new access out onto Cypress Road, which will include 2.0m wide*

footways aligning it that link onto existing footways. The roads in the area are usually lightly trafficked and the wide footways previously discussed provide safe access to nearby bus stops and schools. The network of street lights throughout the residential area contributes towards a safer environment for walking in hours of low light.

Public Transport

Bus stops which serve the proposed development are located at Cypress Road to the west of site. Dependant upon the specific location of any individual property the actual selected bus stop would be a matter of choice however it can be confirmed that bus stops are available within 50m and 100m walking distance of all properties (one eighth and one quarter of the recommended maximum distance as detailed within *Guidelines for Planning for Public Transport in Developments* (IHT 1999) respectively)

Vehicular and non-motorised parking

Owing to the original design of Kendray access routes and highways are generally narrow and original properties were constructed without private drives and/or garages. As access to private vehicles has increased over time the problem of excessive on street parking has become an issue leading to congestion, highway safety issues and forming a barrier to free pedestrian and cycle movement. CSP 25 recommends that the minimum numerical standards are applied to car parking spaces which, within SPD 2 and SPD 32, equate to the now revoked PPG 3 level of 1.5 spaces per dwelling. To mitigate the potential for on highway parking this proposal has marginally exceeded this level with 2 off road parking spaces per property. Whilst this does not entirely comply with Policy it has been an intentional move to ensure that parking and highway safety are future proofed against projected increases in car, motorcycle and scooter ownership.

Supporting Policy Compliance

This section also responds to the following supporting Policies:

Source	Policy	Compliance
SPG2	SPG.2	Neutral
SPD32	SPD.32	Neutral

Green Space

CSP 35 Green Space

We will work with partners to improve existing green space to meet the standards in our Green Space Strategy.

Green space refers to any land within or close to towns and village that has or could have demonstrable value for recreation or wildlife.

We will only allow development proposals that result in the loss of green space where:

- an assessment shows that there is too much of that particular type of green space in the area which it serves and its loss would not affect the existing and potential green space needs of the borough; or*
- an appropriate replacement green space of at least an equivalent community benefit, accessibility and value is provided in the area which it serves; or*
- the development is for small scale facilities needed to support or improve the proper function of the green space*

We will assess the need for green space against the standards in our Green Space Strategy.

Response

CSP 35

It can be confirmed in response to this policy that no areas of green space are to be lost as a result of this development.

In respect of open space provision in Kendray it can be confirmed that as part of Phase 1 in the implementation of the Kendray regeneration *Blueprint* a substantial new area of public park and green space was created. Amongst other features this new area of amenity space provides for a children's play area and a flagship community allotment site which in composite satisfy the open space requirements for the area. As this development has been completed and is recognised as satisfying the public open space requirements for Kendray no further contributions are suggested as part of the application.

Supporting Policy Compliance

The Response to this section also responds to the following supporting Policies:

Source	Policy	Compliance
SPG	SPG 20	Complies