Planning Statement

Residential development (Outline) for the erection of 4 detached dwellings: - Land within the curtilage of 264 and 266 Dodworth Road.



Applicant: Mr G Bird

1.0 Introduction

This Planning statement has been prepared by AKB Architects on Behalf of Mr Gordon Bird. The purpose of the statement is to assist Barnsley Metropolitan Borough Council (BMBC) in their determination of an outline planning application including details of Access, Landscaping, Layout and Scale for a residential development of 4 detached bungalows on land within the curtilage of no.s 264 and 266 Dodworth Road.

In addition to this Statement, the planning application should be considered against the following supporting documents:

Plans:

- Site Location Plan Dwg Ref P01
- Site Plan Dwg Ref P02 Rev B
- Elevations Dwg ref P03
- Existing Cross Section Dwg ref P03
- Proposed Cross Section Dwg ref P04
- Topographical Survey

Reports:

- Arboricultural Report & Impact Assessment December 2020 Ref AWA3316
- Coal Mining Risk Assessment September 2020 Ref CMRA 00239
- Noise Impact Assessment December 2020
- Transport Note November 2020 Rev 1

This Planning Statement will describe the application site and the surrounding area, the proposed development, and assess the proposals against the relevant planning policy framework.

The Statement shall also outline the sustainability credentials of the development and clearly demonstrate that the benefits of the scheme outweigh any potential adverse impacts.

2.0 Site & Surroundings

The application concerns the development of land within the curtilage of no.s 264 and 266 Dodworth Road, residential properties located on the southern side of the A628 Dodworth Road within Urban Barnsley.

The site is located approximately 2km west of Barnsley town centre and 100m east of junction 37 of the M1 Motorway. Dodworth Road is the main arterial route into the town centre. It comprises of 3 lanes (2 east and 1 westbound) and is served with regular bus services with bus stops located immediately outside of the site. Traffic Regulation Orders are in place along the carriageway preventing the parking and loading of vehciles during peak periods.

The development would be primarily located within the curtilage of no. 264 Dodworth Road. This is a detached 3-bedroom bungalow set back from the highway within a significant plot, the property shares a boundary to the rear of no.s 260-272 Dodworth Road and no.s 3-15 Hunters Avenue.

Access is taken via an established private driveway which runs for approximately 45m between 262 and 266 Dodworth Road. No.266 Dodworth Road has its own private drive accessed via a dropped crossing from the highway. The host property is of an unassuming appearance, being constructed from red brick and concrete tiled roof. The presence of the Dodworth Road properties to its boundaries means that its barely visible form any public vistas.

Within the grounds there are large areas of hard surfacing in addition to two detached outbuildings located towards the eastern boundary. Levels are flat from Dodworth Road until the rear the rear garden area where they fall to agricultural fields which overlook the M1 motorway located to the south west. Tree cover is largely limited to the eastern boundary to Hunters Avenue.

No.266 is a typical interwar two storey semi detached bay windowed property, it has been extended to the side but still retains a generous side garden, there is a detached sectional garage within its rear garden. Off road parking is provided but vehciles cannot manoeuvre within the site meaning that that they have to reverse onto Dodworth Road.

Barnsley Town Centre is highly accessible from the site. There are numerous employment and leisure facilities located across the centre as well as access to transport links across the Borough and Yorkshire region. Further employment opportunities are also immediately on hand at Capital Park, Barnsley General District Hospital and Horizon Community College.



3.0 Proposal

The application seeks Outline planning permission including details of access, Landscaping, Layout and scale for the erection of 4 detached bungalows. The proposed dwellings would be constructed within the curtilage of no.264 Dodworth Road.

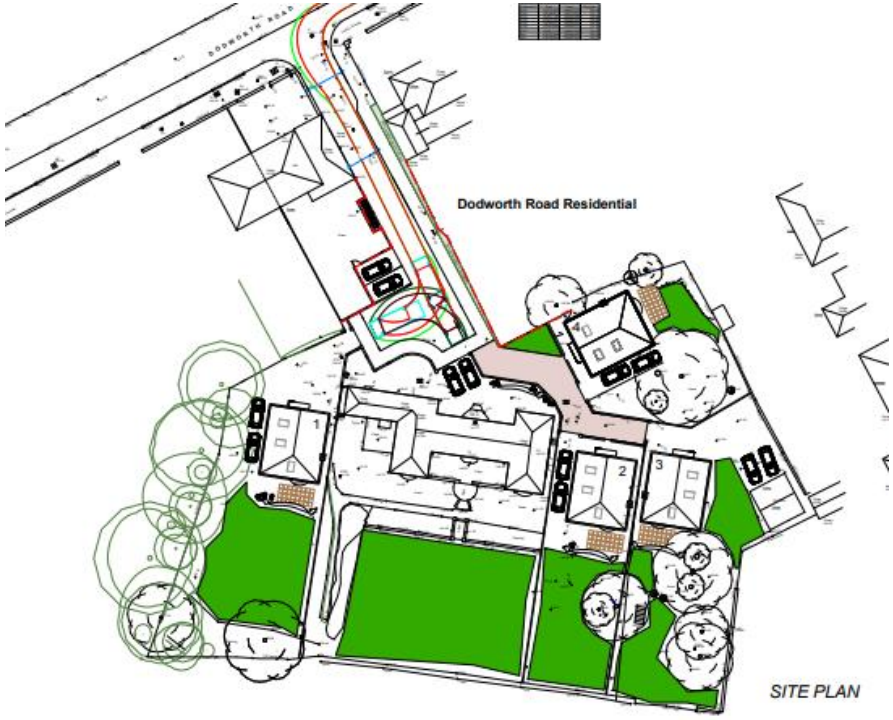
The properties would be sited around a private drive / cul-de-sac. Plots 1-3 would be sited on a building line identical to that of the host property (no.264). Plot 4 would be located across the rear boundary of no.262 Dodworth Road. Provision is made within each of plots for a minimum of 2 off-road parking spaces. Plot 3 would also have a detached double garage.

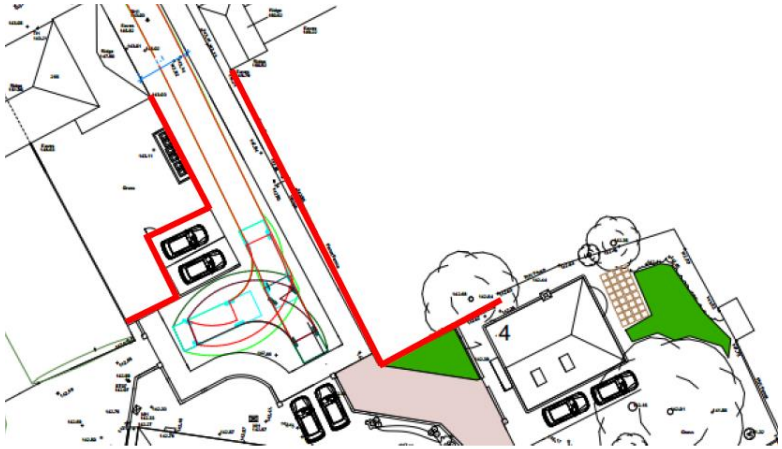
4.0 Plans

Site Location Plan:



Proposed Site layout:







Acoustic Fence details: 1.8m close boarded timber fence with internal membrane along the boundary to rear private gardens.




Dodworth Rd
A628
Hunters Ave
Dodworth Rd
A628
A Slice of Delight
A628
Hunters Ave
Hunters Ave







5.0 Planning Policy

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires applications/appeals to be determined in accordance with the Statutory Development Plan unless material considerations indicate otherwise.

The Statutory Development Plan includes: -

- Barnsley Local Plan adopted January 2019

The Local Plans Allocation Map designates the site as being within the Urban Fabric within Urban Barnsley. This designation applies to land within the settlement with no specific allocation. The site is not within a Conservation area and there are no designated assets within the vicinity.

Local Plan Map:



In recognition of the sites allocation the following Local Planning policies apply to the determination of the application:

Local Plan Policies

GD1 – General Development – Development will be approved if there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents.

D1 – High Quality Design and Place Making – Development is expected to be of a high-quality design and will be expected to respect, take advantage of, and reinforce the distinctive, local character and other features of Barnsley.

T4 – New Development and Transport Safety – 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.

LG2 - The Location of Growth - Prioritises development of new homes within Urban Barnsley.

H1 - The Number of New Homes to be Built - The Local Plan seeks to achieve the completion of at least 21,546 net additional homes during the period 2014 to 2033.

H4 – Residential Development on Small Non-Allocated Sites – Proposals for residential development on sites below 0.4HA will be allowed where the proposal complies with other relevant policies in the plan.

H6 - 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. A density of 40 dwellings per hectare net will be expected in Urban Barnsley and Principal Towns and 30 dwellings per hectare net in the villages.

H9 - Protection of Existing Larger Dwellings - resists development within garden areas which would have an adverse impact on the setting of the original dwelling and the size of the remaining garden area.

BI01 - biodiversity and Geodiversity - Development will be expected to conserve and enhance the biodiversity and geological features of Barnsley borough.

CC1 - Climate Change - Seeks to reduce the causes of and adapt to the future impacts of climate change.

CC2 - Sustainable Design And Construction - Development will be expected to minimise resource and energy consumption through the inclusion of sustainable design and construction features, where this is technically feasible and viable.

CC3 - Flood Risk - Seeks to reduce the impact of flooding from development.

CC4 - Sustainable Drainage Systems (SuDS) - Promotes the use of SuDS on both major and minor development. Identifies that planning applications should be supported by a detailed drainage plan.

CL1 – Contaminated and Unstable Land – Where future users or occupiers of a development would be affected by stability issues proposals must be accompanied by a report which shows that investigations have been carried out to work out the nature and extent of the stability issues and the possible effect they may have on the development and its future users. Dependent on the results of the report, a set of detailed measures should be provided to allow the development to go ahead safely by addressing land stability issues resulting from former coal mining activities.

HE6 - Archaeology - Applications for development on sites where archaeological remains may be present must be accompanied by an appropriate archaeological.

Poll1 - Pollution Control and Protection - Does not allow development of new housing or other environmentally sensitive development where existing air pollution, noise, smell, dust, vibration, light or other pollution levels are unacceptable and there is no reasonable prospect that these can be mitigated against.

BI01 - Biodiversity and Geodiversity - Development is expected to conserve and enhance biodiversity and geological features by; Protecting and improving habitats, maximising biodiversity value in and around new developments, conserving and enhancing local character, following national mitigation hierarchy, protecting ancient and veteran trees encouraging enhancements.

<u>Supplementary Planning Guidance</u>

The following LDF Supplementary Planning Documents have now been adopted which are relevant to the proposal: -

'Designing New Residential Development' sets out the standards that will apply to the consideration of planning applications for new housing development.

'Parking' states that the parking standards for new housing development. It stipulates that 2 parking spaces shall be provided for 3 bed dwellings and above.

The South Yorkshire Residential Design Guide has been adopted as a best practice guide by the Council and covers issues relating to sustainability, local distinctiveness and quality in design and is underpinned by the principles in the CABE 'Building for Life' scheme.

NPPF

The National Planning Policy Framework (NPPF) came into force on 27 March 2012 and was subsequently revised in February 2019. It is a material consideration in planning decisions. At the heart of the NPPF is a presumption in favour of sustainable development, and the policies, taken as a whole, constitute the Government's view on what sustainable development in England means in practice for the planning system.

There are three dimensions to sustainable development, which include an economic role (contributing to building a strong, responsive and competitive economy), a social role (providing the supply of housing required to meet the needs of present and future generations) and an environmental role (which includes minimising waste and pollution).

Permission should therefore be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole; or where specific policies in the Framework indicate development should be restricted or unless material considerations indicate otherwise.

Relevant Chapters Include:

Chapter 5 - Delivering a sufficient supply of homes
Chapter 8 - Promoting healthy and safety communities
Chapter 11 - Making effective use of land
Chapter 12 - Achieving well-designed places
Chapter 14 - Meeting the challenge of climate change, flooding and coastal change
Chapter 15 - Conserving and enhancing the natural environment
Chapter 16 - Conserving and enhancing the historic environment

6.0 Planning History

Search of the planning records identified the following applications at 266 Dodworth Road:

2007/1005 - Erection of a detached dwelling (outline) - refused 18/07/2007

2010/0266 - Erection of two storey side extension - Approved 16/04/2010

2011/0410 - erection of single storey rear extension - Approved 24/05/2011

2011/0932 - Erection of single storey side extension - Approved 19/09/2011

7.0 Assessment

Prior to the submission of the application the applicant engaged in pre application discussions with the Local Planning Authority. The planning Officer (James Hyde) advised under correspondence reference 2020/ENQ/00180 the development was compatible with the Development Plan Allocation as Urban Fabric.

The following issues were identified which will be a focus of the supporting case:

- Potential increase in noise and disturbance to neighbouring properties from vehicle movements and residential activity;
- Concerns that backland development is an ad-hoc form of development;
- Reference to policy H9 and the desire to protect the development of larger dwellings;
- Need to observe spacing standards to Hunters Avenue;
- Highway issues associated with the sites access;
- Regulatory Services identified the only noise impact to be from the M1 motorway;
- Confirmed reports required for validation purposes.

Principle:

The site is located within an established residential area and this is reflected by its allocation as Urban Fabric within the Local Plan. Urban fabric is a designation which applies to land which is located within the urban boundary of Barnsley.

Paragraph 117 of the NPPF states; ' Planning policies and decisions should promote an effective use of land in meeting the need for homes', section 11 of the NPPF compliment the wider objective of paragraph 59 to boost the supply of new homes. The strategic need to provide more housing is also reflective in the Governments approach to removing restrictions to the conversion and redevelopment of existing sites for residential purposes.

The Local Plan identifies that within the Urban Fabric, new residential development is acceptable in principle where it complies with the predominant use of the area, and where the proposed use would not compromise, or lower the amenity of uses within the locality. In recognition of the residential character of Dodworth Road and the surrounding area, it is clear that residential infill development would be fully compatible with the locality and would raise no land use planning issues.

Paragraph 59 of the NPPF identifies that the governments objective is to; 'significantly boost the supply of homes'. Whilst only a modest contribution would be achieved the proposals would nonetheless add to the local supply of housing through the provision of 4 bungalows. In addition, the opportunity to develop individual plots is also aligned to the Governments commitment to promote self-build housing.

Paragraph 68 identifies that Local Planning Authorities should; 'support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes'.

The site measures approximately 0.44 hectares in area. This is a substantial plot, at present the development equates to a density of 2.2uph. The uplift of an additional 4 units within the plot would increase the site density to a 11.3uph which represents a modest scale of development and improved use of land. The uplift in density serves to identify how an efficient use of land can be achieved within a highly sustainable location.

On review of policies within the Local Plan compliance to policy H9 is important in establishing the principle of the development. H9 (Protection of Existing Larger Dwellings) would appear to have two objectives;

1) protect development of garden where such development would have an impact upon either the setting of the original dwelling or the remaining garden area;
2) Protection of larger housing from subdivision (particularly to HMO's)

The adopted Design of New Housing Development SPD identifies 'larger dwellings' to be those that have four or five bedrooms or are capable of accommodating four or five bedrooms without significant adaptation. No.264 Dodworth is a 3-bedroom dwelling and so by the SPD's own criteria is not considered entirely relevant to the assessment of the proposals.

Notwithstanding the above, given the reference made by the LPA in the pre-application response assessment against Policy H9 is nonetheless provided. In terms of policy H9 the host dwelling has no prominence within the street scene, so its setting is not of public importance. The development follows the principles established by the host dwelling (scale, building lines, access, amenity space etc) which is an accepted form of backland development. By virtue of the sites enclosed nature there would not be a discernible impact upon local amenity which serves the public interest. The proposal would make a highly efficient use of what is otherwise underutilised land within a highly accessible location. It is held that the proposals would open the site up to provide an inclusive form of development which marries successfully with the surrounding housing stock. With reference to garden areas no. 264 would retain an extremely generous plot measuring 864sqm. The garden areas of the bungalows would be equally generous with areas as follows:

- Plot 1 – 460m2
- Plot 2 -287m2
- Plot 3 -520m2
- Plot 4- 230m2

The garden areas far exceed minimum guidance of the adopted SPD and SYRDG. They are akin to what would be expected on an exclusive development of large family orientated dwellings. The subtext of policy H9 provides the justification for its inclusion within the new Local Plan. It states that conversions of larger dwellings have; 'resulted in a loss of larger homes and an increase in the number of smaller homes contributing to the imbalance in the housing stock towards smaller homes'. Conversely the proposals would provide well-proportioned accommodation of a type and scale that policy H9 seeks to retain. This would add to a positive housing mix as opposed to causing any imbalance.

In the planning officer's response to the pre-enquiry the following reference is made to the backland development;

'Although there is an existing access and dwelling on the site the proposal would still be a form of backland development. Backland represents an 'ad-hoc' form of development, which can fundamentally undermine the proper (comprehensive) planning of an area. To allow such proposals can indicate a departure from the long-established local pattern of development, this can also make it harder for the Council to resist further (similar) proposals in future which in turn can progressively erode the area's character'.

Firstly, neither the adopted Local Plan or residential SPD preclude backland development, an important fact to the assessment of the development proposals. The adopted SPD actually advises on standards which should be achieved. It is understandable why such guidance is required given the valued contribution that infill/backland development can make to the supply of housing. The main advice given is to avoid tandem and piecemeal development which is identified as a priority and it is also advised that developments should ideally be served by an adopted access. As demonstrated by the layout and proposed access arrangements these criteria would be observed by the development proposals.

In response to the pre app advice the development is clearly not 'ad hoc'. It represents the comprehensive redevelopment of an otherwise largely underutilised garden area within a highly sustainable urban locality. The site is bounded by other residential properties with Green Belt to the south meaning it does prejudice wider development opportunities. The officer's judgement that the 'proper' planning of the area could be undermined is not qualified unless it can be otherwise demonstrated what harm is occurring. The ability to observe spacing standards, provide adequate access and manoeuvring arrangements, (matters to be addressed later) all demonstrate the acceptability of the proposals.

Aside from policy H9 and guidance within the SPD, Local Plan Policy LG2 'The Location of Growth' prioritises development within Urban Barnsley. Policy H2 'Distribution of New Homes' identifies that Urban Barnsley should accommodate 43% of the Plan Periods Housing growth. The policy identifies that as apart of the Borough housing supply a total of 566 dwellings will be provided on windfall sites. The use of underutilised land (including garden areas) is by far the most sustainable approach to meeting windfall housing requirements. Invariably typical windfall sites would result in a change of use of land, be it either from open space or an employment/commercial function, such occurrences give rise to other planning pressures. The proposals should not present any land use dilemmas given the full compatibility with the established character and use of the locality, and all adjoining properties to the boundary. It is believed that this position is reflective of Policy H4, which, identifies;

'These sites make a valuable contribution to the housing supply. Sites in towns and villages can offer good opportunities for providing houses where other people already live, near to shops and services. Developing these sites also reduces the need to provide new sites outside settlement boundaries'.

The proposals are fully compliant with the strategic policy objectives of policy H2 and H4 and this complement the government advice within paragraph 59 of the framework to significantly boost the supply of housing.

Sites within the Urban Fabric are invariably sustainable given they are within established communities where people already live with direct access to transport, employment, services, and amenities. Policy H4 recognises that developing such sites reduces the need to provide new sites outside settlement boundaries. The proposals would utilise an area of surplus land, the development of this accessible asset would contribute to the range and choice of housing within the locality. It should therefore not be disputed that the resultant contribution to housing supply is compatible with the objectives of local polices LG2, H2, H4 and H9 as well as guidance on decisions to be taken on housing supply and growth contained within the NPPF.

The principle in land use terms is considered to meet the expectations of the Development Plan.

Site Access (Highways)

A strategic objective of the Local Plan is to reduce car dependence across new developments. Locational factors of new development are fundamental to meeting this aspiration. In terms of the application local circumstances are favourable owing to the proximity to Barnsley town centre, immediate access to bus services on Dodworth Road and major employment uses being within walking distance.

Local Plan Policy T4 'New Development and Transport Safety' requires new development to be designed and built to meet the needs of all transport users within, and surrounding the development, with safe, secure, and convenient access and movement.

The proposals would be to utilise and improve the existing access which serves no.264 Dodworth Road as follows:

- Carriageway widening at the Site entrance to provide a 4.8m width over the first 10m, including a 5m taper;
- A minimum carriageway width of 3.1m;
- A turning facility suitable to accommodate a fire appliance; and
- Relocation of access of no.266 Dodworth road from the internal access and closure of existing entrance.

A comprehensive Transport note has been prepared by Optima Highway Solutions which assesses the highway impacts of the proposals. The Report addressing the following:

- Highways and transport characteristics of the locality;
- Conflicting pre-application advice from the Local Highways Authority;
- Review of local decisions and appeals relevant to the locality;
- Local accident record;
- Speed survey of Dodworth Road; and
- Traffic survey and Trip generations assessment.

The additional trip generation of the development of 4 additional dwellings would equate to 3 additional peak hour vehicle trips onto Dodworth Road. In no uncertain terms this should be considered negligible and can be accommodated on the strategic highway network even during peak rush-hour traffic.

Time Period	Total Vehicular Traffic Generation (4 dwellings)		
	Arrivals	Departures	Total
AM Peak 08:00-09:00	1	2	3
PM Peak 17:00-18:00	2	1	3

NPPF Paragraph 109; 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.

Dodworth Road is the main arterial highway connecting Barnsley Town Centre and the M1 Motorway. The LHA identity that it handles over 27000 vehciles a day (pre covid). The capacity of the Dodworth Road will be significantly improved through the introduction of the Penny Pie Park Gyratory. This intervention is essential to delivery of Barnsley West and the on-going economic regeneration of the Town Centre, in addition to increased capacity to address historic congestion it will provide additional safety features.

The LPA and LHA have made emphasis of an appeal decision on the opposite side of Dodworth Road (no.315). The transport note give a through assessment as to why this does not set a relevant precedent, a significant factor being that right turning traffic only ever has to cross a single lane for the applicant site and the entrance arrangements are also significantly different. Any reference to the appeal decision at 315 Dodworth Road is not considered justified, the LPA should make an objective assessment based on the individual merits of the proposals.

Between junction 37 and Pogmoor Road signalised crossroads there are a total of 73 properties taking direct private access onto Dodworth Road. This includes 32 properties on the southern side and 41 on the northern. In addition to this there are also 21 properties located on Hunters Avenue (un-adopted) which take access to the east of the site on the southern side of Dodworth Road. The majority of these properties have a single width drive and benefit from no turning arrangements, reversing manoeuvres onto the classified Dodworth Road is an essential and daily occurrence, this represents significant precedent.

Despite the LHA's concerns on the capacity and safety of Dodworth Road it is apparent from a review of the local accident record that there are no significant issues, and accidents which have occurred do not correlate with manoeuvring arrangements onto private driveways. The trip generation rates are accurate and reasonable to the scale of development, in the context of Dodworth road it would represent a negligible increase in vehciles movements onto the highway.

As identified, it is proposed to retain and enhance the existing access that serves no.264 Dodworth Road. The access would be designed to relevant highway criteria to ensure compliance with Manual for Streets and the SYRDG. The site entrance would allow for the passing of two vehciles which in turn can manoeuvre adequately within the site allowing exit onto Dodworth Road in a forward gear. The design of this entrance also adheres to the advice of the Planning Officer/SPD relevant to backland development being served by an adopted (or adoptable standard) access.

An independent vehicle speed survey has been undertaken to inform the visibility splay. A visibility splay of 2.4m x 44m to the west and 2.4m x 38m to the east would be provided in accordance with the SSD calculation contained within Manual for Streets. The 3m wide footway along Dodworth road ensures that visibility is unobstructed and of an appropriate standard to serve the site's circumstances and scale of development.

The transport Note prepared by Optima provides a robust assessment which should address any concerns the LHA has previously raised. In making an assessment of the planning merits the following factors are considered to be highly pertinent:

- Vehicle trip generation is minimal;
- Existing arrangements for no.264 and 266 Dodworth road would be significantly improved with no conflicting vehicle movement occurring or reversing required onto Dodworth Road;
- Adequate visibility splay can be achieved;
- No identified highway safety issues;
- Precedent of existing properties taking direct access to Dodworth Road; and
- There should be no doubt that Dodworth Road has adequate capacity to accommodate the level of vehicle movements.

Accounting for the visibility splay and access arrangements, there should be no dispute that the proposals would be appropriate to the scale of development.

With regard to servicing and waste management matters the dwellings would be provided with dedicated bin stores within their rear gardens. A dedicated bin collection point can be provided at the site entrance to allow for serving to be undertaken from the adopted highway.

In order to help mitigate any adverse impacts and to help promote sustainable transport modes secure cycle parking spaces could be provided at each property. This matter could be appropriately conditioned by the LPA.

Public Transport is also immediately on hand with bus stops located adjacent to the site on Dodworth Road. Immediate access to services and the public transport network equates to a highly sustainable location, access to the accommodation would therefore not necessarily need to be car dependent.

In accordance with paragraph 109 of the Framework the proposals would not have a demonstrable impact upon local highway safety, nor would it result in any cumulative impacts which could be considered severe. The

requirement of paragraph 109 of the framework and Local Plan policy T4 would be met.

Noise and Amenity

The pre-app response raised concerns from the planning officer regarding potential noise and disturbance from the development impacting adversely upon the amenity of existing residents. This position was not substantiated by any concerns from the Environmental Health Officer, their response was solely focused upon mitigating the impact of the M1 Motorway for future occupiers of dwellings within the site.

A full noise impact assessment has been undertaken by ENS noise solutions Ltd in support of the application. As highlighted in paragraph 1.02 the objective of the assessment was to:

- Determine external noise levels at the application site.
- Assess the potential impact of the external noise climate on the proposed (outline) residential development with reference to the National Planning Policy Framework Planning Practice Guidance on Noise and other pertinent guidelines.
- Provide outline recommendations for noise mitigation measures (be it layout, enhanced building envelope and/or boundary treatments) to avoid any unacceptable loss of amenity due to noise.

The report also included an assessment against national planning guidance with reference to relevant sections of the NPPF and PPG statements.

The assessment undertaken was robust and by a suitably qualified practitioner. Noise levels were monitored from 4 locations across the site to give an accurate portrayal of the site's conditions. It is identified that the ambient noise level is dominated by associated noise from the M1 Motorway. The conclusions reached in section 6 of the report confirm that the ambient noise climate does not pose a constraint to the proposed residential development.

With regard to the access road this is covered in detail across paragraphs 5.09-5.14 of the report. As identified from the Transport Statement traffic movements to and from the site are likely to be infrequent with vehicles approaching at low speed, it would be difficult to substantiate that this would be materially harmful to the amenity of neighbouring occupiers. The noise survey identifies that the background noise level is dominated by the M1 Motorway, due to this elevated nature (of noise) it would not be possible to distinguish any noise arising from vehicles movements associated with 4 additional dwellings at the site. The addition of an acoustic fence along the site entrance boundary is identified as being more than sufficient to screen any associated noise from such vehicle movements.

The above position is also wholly consistent with the decision issued by the Planning Inspectorate on their consideration of the appeal at 315 Dodworth Road (ref 2015/0199). Noise disturbance and residential amenity was cited as a reason for refusal, as identified in paragraph 5.12 of the noise survey in considering the appeal the inspector noted that;

In the context of the immediate noise environment of Dodworth Road, I conclude that any additional noise and disturbance resulting from the use of the shared drive by the four houses to the rear would not be material. As such it would not cause undue harm to the living conditions of the existing occupiers at no.313 and it would not result in unsatisfactory living conditions of the intended occupiers of the replacement dwelling at no.315. In this regard the proposal would be in conformity with the UDP policies and SPD outlined above.'

In recognition of the findings of the noise survey, initial advice of the Environmental Health Officer and conclusions on the appeal at 315 Dodworth Road; there are no valid reasons why any adverse impact, in terms of noise and disturbance, should be associated with the development. The acoustic fencing is a proportionate response which would protect against any perceived issues of noise disturbance. This should be given significant weight to the planning assessment, for the conclusions to be dismissed would be wholly unreasonable.

Layout, Residential Amenity and Spacing:

The design of the dwellings has been informed by the need to achieve appropriate levels of amenity for the occupants whilst not adversely affecting that of existing residents.

The substantial size of the existing plot dictates that the LPA's spacing standards would be easily achieved. Plot 2 is internal and so would have no influence e upon existing properties. The distance to rear elevations of the other plots would be as follows:

Plot 1:- 28.4m
Plot 3:- 26.2m
Plot 4:- 25.5m

All properties would be sufficiently distanced away such that occupiers of adjacent properties would not be adversely affected in terms of levels of privacy and outlook. The single storey nature means the properties would not be domineering in scale This is supported by the details shown on the cross section drawing ref: 2020-00114-PA04.

As confirmed within the earlier section of this statement all of the properties would have large enclosed private rear gardens which exceed any guidance set within the adopted SPD and SYRDG.

The proposed accommodation itself would ensure that each of the dwellings exceed minimum internal spacing standards that are recommended within the South Yorkshire Residential Design Guide.

In addition to this, the close proximity of the site to existing transport links nearby local amenities. This ensures the amenities are immediately on hand within this well connected and served suburb. These factors create an attractive residential environment with ready access to services, education establishments, employment opportunities and recreation space.

Design:

The NPPF requires development to always seek a high quality of design, this is summarised in paragraph 124 which states: "The creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities".

Paragraph 131 states: “In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings".

Policy D1 states new 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. This can be achieved by development responding positively to the character, local distinctiveness, and form of its surroundings. New developments should be responsive to their context and be visually attractive as a result of good architecture and appropriate landscaping.

Matters relevant to appearance are reserved for subsequent consideration where the form and materials of the dwellings can be assessed. However, the layout and landscaping has been considered carefully to create a welcoming residential environment which does not impede on the amenity or outlook of neighbouring residential properties.

The siting and mass of the property would be fully respectful to the amenity of neighbouring properties, located across the boundary, on Dodworth Road and Hunters Avenue. The development of bungalows dictates that the properties would either be lower or comparable to the height of neighbouring properties. The retention of mature trees also helps to provide a degree of screening.

Key features that aid the assimilation of the dwellings within the plot include:

- Development would drive the efficient use of underutilised land within an accessible location in accordance with the Spatial Strategy of the adopted Local Plan and principles of NPPF chapter 11;
- Layout works to perimeter block principles respecting prevalent 'rear garden to rear garden' arrangements established by existing properties;
- Properties observe an established building line of the existing dwelling framing an internal courtyard screening activity (vehicle movements) from neighbouring properties;
- Bungalows are an attractive form of development which would meet the housing needs of an ageing population;
- The properties are setback from Dodworth Road and would not be visible from public vistas;
- Ridge height and overall scale lower that neighbouring properties would be no larger than the existing housing stock;
- Dwellings would exceed minimum spacing standards to Dodworth Road and Hunters Avenue;
- Existing accesses to Dodworth Road would be improved for both 264 and 266 Dodworth Road in terms of visibility and manoeuvring arrangements;
- The layout observes Secure by Design principle by secure rear boundaries and passive surveillance to public areas;
- Parking would be integrated and manoeuvring of vehicles with the site is easily accommodated within the layout;
- Landscaped well-proportioned private gardens would be provided to all of the properties;
- The proposals can be accommodated without the loss of any significant trees of amenity value;
- Development would not increase surface water run-off or contribute to any local drainage issues;
- Development would not have an adverse impact on any recognised heritage assets;
- Bio-diversity net gain can be achieved through habitat creation and sensitive landscaping;
- Materials and form of the dwellings can be assessed by the LPA as part of Reserved Matters to ensure that the development respect the local vernacular.

In recognition of the above, it is asserted that the proposed development responds positively to the context and landscape character of the local area in terms of layout, scale and appearance. The design achieves good standards of amenity, privacy, safety/security for both future occupants and existing neighbouring properties alike. The approach is considered to be inherently sustainable, and as such adheres to the provisions of Local Plan Policy D1, the adopted SPD, SYRDG and relevant guidance contained within the NPPF.

Drainage:
Local Plan Policy CC4 require that developments should be drained in such a way as to avoid, mitigate or reduce the impacts of climate change, including reducing run-off rates through sustainable drainage systems.

The application site lies within Flood Zone 1 where there is the lowest risk of flooding from fluvial sources and the principle of residential development is satisfactory from a flood risk perspective.

With the re-use of the existing entrance the proposals would not result in a significant increase in hard standing at the site. All areas of hard surfacing would be positively drained to ensure that runoff levels are comparable to Greenfield rates.

Foul and Surface water will be treated on separate systems within the site which can be secured by a planning condition. Conditions on the exact drainage details can be applied to ensure that the requirements of policy CC4 can be met to the LPA & LLFA requirements.

Trees & Ecology:
A full Arboricultural impact assessment has identified a total of 39 individual trees and 2 groups within the site. The majority of these trees (31) falls within retention category 'C', the highest value comprises of 6 category 'B' trees.

A total of 16 trees are required for removal. All of these trees are category C and are not of a significant amenity value. Their loss would not result in any significant loss of amenity and as such can be adequately compensated for through replacement planting.

Retained trees would be protected through the development as the layout presents an ideal opportunity to undertake new tree planting throughout the site as part of a soft landscaping scheme. Replacement tree planting can adequately mitigate for the required tree removals and, in the longer term, has the potential to improve the sites tree cover and overall ecology value.

Opportunities are presented to secure biodiversity net gain; this can be achieved through the provision of bird and bat boxes and the planting of native species hedgerows. This would be appropriate to the scale of development proposed and can be conditioned to address requirements of policy BI01.

Ground Stability:
A coal mining Risk Assessment has been prepared by Lyons CMC. The desktop assessment has identified that the site may be at risk to shallow coal mining works. The host property and grounds exhibit no signs of any subsidence to suggest that land stability issues exist. The assessment undertaken to date is considered proportional to meet the tests of NPPF paragraphs 178-179. It is within the gift of the LPA, aided though consultation with relevant authorities to apply planning conditions relevant to this.

8.0 Conclusion

This statement has identified that the proposed development would be consistent with guidance provided at a national level in the NPPF as well as local Development Plan polices relevant to land use compatibility, highway safety, residential amenity, design, drainage, land stability and ecology matters.

The statement has addressed the key issues identified within the LPA's Pre-Application response relevant to the consideration of policy H9, highways safety and residential amenity.

In terms of policy H9 the host dwelling has no prominence within the street scene meaning its setting is not of local importance. The development follows the principles established by the host dwelling (scale, building lines, access, amenity space etc) which is an established form of backland development. The host dwelling, along with proposed bungalows would sit within generous plots and provide a welcome addition to local housing supply. The layout and scale of the development would ensure that the proposed bungalows marry successfully with the surrounding housing stock.

The statement has presented a balanced and robust case in support of the development. It has identified that the LPA has no justified reason in suggesting that the development would form an 'ad hoc' form of infill development. The proposals represent a comprehensive development of an exceptionally large curtilage. The development would achieve an improved density of 11uph, this adheres to national planning guidance on driving the efficient use of land as well as the objectives of the spatial Strategy of Barnsley's Local Plan which promotes housing development within the Urban Fabric of Urban Barnsley.

The scale of the development can be achieved without giving rise to any demonstrable adverse impacts.

The accompanying Transport and Noise statement have identified that there would be no discernible impact arising form the development upon highway safety or residential amenity.

The highways statement demonstrates that associated vehicle movement from the development would not be significant. A safe and convenient access can be achieved which would be designed to all recognised technical guidance. The proposed access would be an improvement on the existing arrangements to no.s 264 and 266 Dodworth Road.

The assessment of residential amenity has identified that the development would not give rise to any disturbance of nuisance factors to neighbouring properties. Noise levels from the development would not be discernible above the background ambient noise associated with the M1 Motorways and Dodworth Road. The provision of acoustic fencing along the sites entrance is more than sufficient to safeguard the amenity of neighbouring residents.

The site is located within a highly sustainable location as demonstrated by its accessibility and relationship to Barnsley Town Centre, local services, employment opportunities and public transport services.

The proposals are compatible with the land use allocation and would represent a more efficient use of an otherwise oversized curtilage.

High quality accommodation would be redelivered within a layout that has been approached in a sympathetic manner that would meet recommended guidelines and not detract from the character of the locality.

The proposals clearly demonstrate that the site can be sensitively developed to accommodate 4 detached dwellings comparable to the general layout and character of the nearby housing stock without resulting in a loss of amenity.

The accommodation would add to the supply of housing within the locality adding to the mix and balance of housing stock.

Therefore, in accordance with the NPPF, in the absence of any adverse impacts which would significantly and demonstrably outweigh the benefits of the use, it is hoped that the Local Planning authority support this application.