Planning, Design and Access Statement

For a Development of 5 Dwellings and 3 Garages Land off the Walk, Birdwell, Barnsley

October 2014

Evolution
town planning

Opus House
Elm Farm Park
Thurston
Bury St Edmunds
Suffolk
IP31 3SH

T 01359
E enquiries@evolution-planning.co.uk
W evolution-planning.co.uk

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Land off the Walk, Birdwell, Barnsley

Reference: E111.C1.Rep03a

1.0 Introduction

1.1 This Statement has been prepared to support a planning application made on behalf of the Vernon Wentworth Nominee Trustees. This application is principally for a new permission to extend to time to implement an extant planning permission. The original planning permission (number 2009/0013) was approved for a development of four dwellings, and ten garages, on land forming an old garage court between the Walk, and Sheffield Road in Birdwell. The 2009 planning permission was extended in 2011 by application 2011/1432. This application proposes some changes to these two approved schemes to improve the proposal, and proposes planning permission for five homes, three garages and eight parking spaces. In respect of matters material to the grant of planning permission this application is the same as the same as those approved in 2009 and 2011, and the surrounding area is the same. We therefore consider that there are no material differences to the circumstances in 2009 and 2011 that would prevent the grant of planning consent.

1.2 More time is required for the development to take place because the recent economic downturn has slowed the development of the site. The development has also been delayed while a claim of a right of access over the application site to the flats to the north was refuted. The change in the number of homes has been made because the previous scheme proposed four reasonably large three bed homes with integral garages. The proposal now includes three small three bed homes with surface parking, and two larger three bed homes. This change in house types and numbers has been made to meet the current market requirements in the area for smaller homes.

1.3 This planning statement is divided into the following sections:

2.0 Description of this Planning Application and Changes from the Previously Approved Scheme

3.0 Description of the Site and the Surrounding Area

4.0 Planning History

5.0 Planning Policy

6.0 Design

7.0 Highways an Access

8.0 Drainage

9.0 Conclusion

2.0 Description of This Planning Application and Changes from the Previously Approved Schemes

2.1 The five homes proposed in this application are two storey detached homes. Two house types are proposed, and one plot will be handed to provide variety. House type 2 will have three bedrooms with family and en-suite bathrooms on the first floor, and a kitchen, lounge and dining area on the ground floor. The houses will have an integral garage, and a further single off road parking space. The house type has been designed with a gable to the front, and single storey lean to roofs to the front and rear to add interest to the design. House type 1 is smaller than house type 2 and has no integral garage or first floor ensuite bedroom. All the dwellings will have front and rear gardens. The front gardens will provide parking areas.

2.2 Three garages are proposed in a single block which is to be positioned to the south side of the vehicular access into the site. The garages are a simple open fronted design with pitched roofs. Next to the garage will be one surface parking space. To the east of the homes will be seven surface spaces. The garages and surface spaces will provide for the homes and also for people who currently legitimately park on the application site.

2.3 Since the previous applications were approved the use of the site for parking has changed. Some neighbours now use the site to access parking in their own gardens, and there is more surface parking than use of garages. It is therefore proposed to reduce the number of garages provided for parking for neighbouring homes from ten down to three. Each of the five new homes still has its own parking, and the three new garages, and seven new surface spaces will be sufficient for use by the proposed new and existing neighbouring homes.

2.4 The change to the number of garages allows plot five to have more garden space than next to the internal roadway that in previous proposals, this and the reduction in the number of garages will improve the design quality of the development.

2.5 The vehicular access to the application site is from The Walk. This access is currently in use by cars from a number of homes, and the remaining garages and parking areas on the application site. As part of this proposal the vehicular access will be redesigned to have pedestrian walkways, and appropriate pedestrian visibility splays at the entrance. This development will improve the quality of the vehicular access for the future by providing pedestrian visibility splays.

3.0 Description of The Site and the Surrounding Area

3.1 The application site is in Birdwell which lies approximately 4 miles to the south of the centre of Barnsley. The application site comprises an area of land, known as Burtons Yard, to the rear of the houses fronting The Walk, and fronting Sheffield Road in Birdwell, Barnsley. The site has been used for garages, parking and storage. Many areas of the site are currently derelict and there are a few garages remaining on the site. The application site is approximately 0.2 hectares in size.

3.2 Vehicular and pedestrian access to the site is gained from an existing driveway between numbers 19 and 25 The Walk. A new dwelling is under construction next to 19 The Walk.

3.3 To the north of the site two large blocks of flats have been developed, they are known as Rockley Court. These flats are two and a half storeys high and have been developed close to the north western boundary of the application site where a windowless gable wall faces the application site. Our client's legal advisors have stated that there are no rights of access through the application site from the flats to the north. To the east, south and west of the site are rows of terraced housing with rear gardens backing onto the application site.

4.0 Planning History

4.1 The relevant planning history of the site is set out below.

4.2 This outline application number 2005/2139 was approved in 2005 giving outline consent for four dwellings, and ten garages in two blocks of five.

4.3 In April 2009 full planning application number 2009/0013 approved the development of four dwellings, and ten garages on the site.

4.4 In 2011 the 2009 planning permission was extended for a further three years by the approval of application number 2011/1432.

Pre- Application Consultation

4.5 The Council planning department was consulted on this proposal before submission of the planning application in 2009 to clarify the supporting documents required. The Councils Environmental Health Department was also consulted over the landfill gas issues. The Councils highway officers were consulted over the suitability of the means of access in 2009 and 2011. Neither of these people consultees raised concerns over the application. The owner of the house under construction adjacent to number 19 The Walk has been consulted to ensure that the development of a new property on this land does not conflict with the proposed access for this application.

5.0 Planning Policy

5.1 Relevant planning policy is set out in the National Planning Policy Framework (The Framework), The National Planning Practice Guidance (NPPG), the saved policies of the Unitary Development Plan (UDP) dated 2000, and in the Barnsley Core Strategy which was adopted in September 2011.

National Planning Policy Framework

5.2 The Framework includes a number of policies relevant to this application and we believe provides support for the timing, location, scale and design of development proposed in this application. In the Ministerial foreword the minister says that "Development means growth" and "so sustainable development is about positive growth." "Development that is sustainable should go ahead without delay." As we set out below this development is sustainable due to its location in a Principle Town and because it reuses brownfield land.

5.3 The Framework states that there are three dimensions to sustainable development, being an economic, social and environmental role. The definitions in The Framework are:

- "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."

5.4 Paragraph 47 states that "To boost significantly the supply of housing, local planning authorities should:

- Use their evidence base to ensure that their local plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in this Framework, including identifying key sites which are critical to the delivery of the housing strategy over the plan period;
- identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20% (moved forward from later in the plan period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land;
- identify a supply of specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15;
- for market and affordable housing, illustrate the expected rate of housing delivery through a housing trajectory for the plan period and set out a housing implementation strategy for the full range of housing describing how they will maintain delivery of a five-year supply of housing land to meet their housing target.

5.5 Paragraphs 49 – 51 include requirements for housing proposals to:

- "be considered in the context of the presumption in favour of sustainable development." Importantly "relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites;"

"deliver a wide choice of high quality homes, including affordable homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities."

5.6 Section 7 Requiring good design sets out in paragraphs 56 to 68 design policies. Great importance is attached to design. Developments should function well and add to the quality of the area, establish a sense of place, optimise the potential of the site to accommodate development, sustain a mix of uses, support local facilities and transport networks, respond to local character and history, create safe and accessible environments, be visually attractive.

5.7 On decision taking the Framework states that local planning authorities should approach decision taking in a positive way and should look for solutions rather than problems.

5.8 The Council in Barnsley has to urgently deliver more houses to meet its housing requirements, so in the light of the housing policies in The Framework this application should be looked on positively. This proposal will make good use of an underused site to deliver small family homes. This proposal meets the requirements of sustainable development in the Framework. It will help to deliver economic development through the employment required to build the homes. A good housing supply also helps economic growth by making it easier for local firms to recruit and retain staff. This proposal will achieve social objectives through improving the supply of homes. This proposal will meet environmental objectives by reusing a brownfield site in a sustainable location that reduces the need to travel. This proposal improves on previously approved designs for the site and so we consider meets the design policies of The Framework. Design issues are dealt with in more detail in section six below.

National Planning Practice Guidance

5.9 The NPPG sets out guidance on a number of issues to support the policies in The Framework.

5.10 On design the NPPG states that planning should meet a number of objectives. These are promoting local townscape and landscape character, promoting safe, connected and efficient streets, promoting a network of green spaces, planning out crime, promoting access and inclusion, promoting the efficient use of natural resources, and promoting cohesive and vibrant neighborhoods. A well designed place is described as functional, supporting mixed uses and tenures, including successful public spaces, adaptable and resilient, attractive with a distinctive character, and encouraging ease of movement.

5.11 The NPPG states that well-designed housing should be functional, attractive and sustainable. Careful bin storage and parking design is important.

5.12 The NPPG seeks to promote healthy communities by enduring that built and natural environments promote health and wellbeing. Design issues are dealt with below in section six.

Unitary Development Plan

5.13 The UDP was adopted in 2000 and a number of policies were 'saved' by the Secretary of State in 2007, in the interim period whilst the Council continues to prepare a new development plan.

5.14 UDP policy H8A covers design in existing residential areas. It is applicable to the development and states: "The scale, layout, height and design of all new dwellings proposed within the existing residential areas must ensure that the living conditions and overall standards of residential amenity are provided or maintained to an acceptable level both for new residents and those existing, particularly in respect of mutual privacy, landscaping and access arrangements." Policy BE6 "Design Standards" has similar criteria. UDP policy H8D "Infill, Backland and Tandem Residential Development" states that: "planning permission for infill, backland or tandem development involving single or a small number of dwellings within existing residential areas, will only be granted where development would not result in harm to the local environment or the amenities of existing residents, create traffic problems or prejudice the possible future development of a larger

areas of land." Policy H8F "Private Garages / Access" states that garages should be designed, and located to respect the character of the area. Policy BE6A "Design to Avoid Crime" requires that development layouts reduce the opportunity for crime. The development in this application was held to accord with these policies in 2009 and 2011 and therefore this scheme which is largely from these proposals must still accord with these policies.

2011 Core Strategy

5.15 The Core Strategy was adopted in September 2011. This document prioritises the efficient use of brownfield land to minimise the development needed on greenfield land. The settlement hierarchy states that Birdwell is part of the Hoyland principle town. Principal Towns along with Urban Barnsley should be the main local focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities, and their roles as accessible and vibrant places to live should be enhanced. Hoyland, including Birdwell, is proposed to take 1,800 new homes between 2008 and 2026. The Core Strategy which was adopted after planning permission was granted on the site in 2009 increases the policy support for the principle of housing development on the application site.

6.0 Design

Site Constraints and Opportunities

6.1 This development has been informed, and constrained by the outline application previously approved on the site, by the local development plan, and by the functional needs of the development proposed. The size and shape of the site, and the need to preserve the amenity of neighbouring properties has constrained the development possible on the site. The site offers the opportunity to develop a small infill development on brownfield land, in a sustainable location, where planning policy supports the principle of residential development.

Design Details

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

- Site context
- Surrounding uses
- Planning history

Use

6.3 The proposal is for the erection of 5 three bed dwellings, 3 garages and 8 surface parking spaces. Residential use of the site is supported by the planning history and policy and is in context with the surrounding land uses.

Amount, Scale and Appearance

6.4 The planning history of the application site illustrates that the amount of development on the site was the product of negotiations between the applicant and the Council. The development now proposed fits comfortably on the site without compromising the amenity of neighbouring properties, or the design and quality of the new homes. The development comprises two types of three bed detached homes in order to provide accommodation that will appeal to a wide range of households. The development will increase the choice of house types in

the immediate locality which currently comprise in the main, flats and terraces houses.

6.5 The scale of the dwellings at two storeys has been proposed in order that the dwellings are appropriate to their location. The surrounding development on three sides is two storey terraced homes, some with rooms in the roof, with higher two and a half storey flats to the north west.

6.6 The appearance of the homes includes attractive details to create interest in the design. These details include incorporating a range of roof lines at first and second floor level, and a projecting gable to the front. Brick details have been included above windows and on the gable. The design has been influenced by the requirement to create a useable and functional living space inside the dwellings with sufficient natural light. This has been achieved by the use of French windows on the west elevations.

6.7 The garages are by necessity a functional design. The materials proposed are brick and tile with a pitched roof. This design is an improvement over the current garages on the site which are constructed from a range of less attractive materials including concrete and tin with mono pitched roofs.

6.8 The materials proposed in the development of the new homes and garages have not been specified and can be controlled with a planning condition.

Layout

6.9 The location of the garage block keeps the traffic associated with these away from the new and existing homes. The turning head next to the garages to allows easy manoeuvring of vehicles on the site. The four new dwellings are laid out so that their rear elevations face the rear elevations of properties on The Walk. If the dwellings faced the opposite way it could create an uncomfortable relationship between the rear of the properties in The Walk and the front of properties in the proposed development. Plot 1 has been positioned so that it takes account of the

gable wall of the flats on the adjacent site, which present a blank elevation to the application site.

6.10 The issue of overlooking has been addressed through ensuring that the distances from the habitable room windows to the windows in the existing dwellings is greater than twenty one metres. The habitable room windows are also ten metres from the boundary with existing private gardens. The layout shown provides adequate private garden space to the rear of the dwellings for recreation and front gardens which improve the living conditions of the dwellings by increasing privacy and reducing disturbance. This will contribute to the requirements in national planning policy of creating healthy communities.

6.11 The layout includes a turning head suitable for a refuse vehicle as required by Policy SPG3, and a highway and pedestrian access as required by the Council highways officers to provide appropriate visibility splays.

Landscaping

6.12 The landscaping will comprise hard landscaping in the form of roads, paths and parking areas as shown on the Site Plan/ Survey Overlay. The design of these has been influenced by the need to design the access arrangements to meet the Councils highway standards. The materials in the hard landscaping have not been specified, and could be controlled by condition, as could the location and height of fences between the new properties if required.

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

6.14 Some trees on the application site are proposed to be removed and others on the site boundary will be protected during construction. The trees on site are not good quality save for two, and it is considered that the loss of the trees to be removed is not material, as the development of the site will improve its appearance. The introduction of gardens will increase the amount of green space on the site. The

trees on site were not seen as a constraint to the development in the 2009 or 2011 applications.

Crime Prevention Measures

6.15 The development has sought to design out crime by creating secure rear gardens to plots one to five with no separate rear access. The front of the plots are overlooked by a number of dwellings providing natural surveillance. The garage block is also overlooked by a number of homes. The access to the site will be overlooked by number 19 The Walk, and other houses to the south, as well as the new dwelling to the north of 19 The Walk.

7.0 Highways and Access

7.1 The highway and pedestrian access into the site was approved as part of planning application 2009/0013 in 2009. The visibility splays required in the approval of this application can still be achieved. Pre application advice was been sought from Highways Development Control at Barnsley Metropolitan Borough Council in 2011 before the previous application was submitted. The access proposed in this application, and the characteristics of the surrounding area including the walls and fences have not changed since the pre application highways advice was received in 2011. This pre application advice has confirmed that the visibility requirements imposed on application 2009/0013 are still acceptable to be used on this application. Details of the 2011 pre application advice are included in **Appendix 1**.

7.2 The developer of the flats to the north of the site, has accepted that there is no right of way from the flats over the application site and no requirement for access to the gates to be retained.

7.3 Discussions have took place in 2009 with the developer of the dwelling under construction at the site entrance, and the Councils highways officers to ensure that this new dwelling has not impinged on the access required for the application site.

7.4 Pedestrian accesses to the development will be easily available all around the development. Parking has been located conveniently close to the homes.

7.5 The buildings will comply with the Disability Discrimination Act and access can be provided to all areas for able bodied and disabled visitors.

8.0 Drainage

8.1 This drainage for the application site has been assessed in previous planning applications. There is a foul sewer in The Walk. We attach a plan in **Appendix 2** showing its location. It has previously been agreed with Yorkshire Water that the application site will drain to this sewer.

8.2 The drainage details have been considered satisfactory by Yorkshire Water and the Council such that the 2011 planning application was approved with the drainage condition below:

"No development shall take place until:

(a) Full foul and surface water drainage details, including a scheme which reduces surface water run-off by 30% and a programme of works for implementation, have been submitted to and approved in writing by the Local Planning Authority:

(b) Porosity tests are carried out in accordance with BRE 365, to demonstrate that the subsoil is suitable for soakaways;

(c) Calculations based on the results of these porosity tests to prove that adequate land area is available for the construction of the soakaways;

Thereafter no part of the development shall be occupied or brought into use until the approved scheme has been fully implemented. The scheme shall be retained throughout the life of the development, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure proper drainage of the area in accordance with policy CSP4 Flood Risk."

9.0 Conclusion

9.1 This planning application seeks to improve the previous approved proposals for the application site, and to extend the time allowed to for the development of houses and parking areas. Similar schemes were allowed in 2009 and 2011. This application proposes fewer garages and three small three bed homes in place of two larger three bed homes. The scheme submitted in this application has not changed so significantly from the previous approvals, and therefore still complies with the Local Plan policy which was in force in 2009 and 2011. National planning policy continues to support brownfield development on sustainable sites in urban areas. The site is sustainable being within close proximity to the bus route along Sheffield Road which links Barnsley and Sheffield. The 2011 Core Strategy recognises Birdwell as a sustainable location for growth. National planning policy in the National Planning Policy Framework supports sustainable development such as this.

9.2 Birdwell is classified by the adopted Core Strategy as part of the Hoyland principle town for development purposes. This policy which is up to date and relevant sets out that Birdwell is a good location for housing growth, being one of the principle areas in the Borough which can accommodate growth.

9.3 The 2009 and 2011 planning applications concluded that the development was acceptable in its impact on the surrounding area. This application proposes a development which is appropriate in scale and layout for the site, and so given that the principle of development is not in doubt consent should be granted.

Appendix 1

David Barker

From: Nuttall Yarwood & Partners Limited <nyp.barnsley@btconnect.com>
Sent: 19 October 2011 16:00
To: David Barker
Subject: Fw: Residential Development Land off the Walk Birdwell

Good Afternoon David

Please find below response to my email from Kevin Ellam Barnsley MBC Highways Development Control.

Regards
Stephen Woodcock

----- Original Message -----
From: Ellam , Kevin
To: Nuttall Yarwood & Partners Limited
Sent: Wednesday, October 19, 2011 2:51 PM
Subject: RE: Residential Development Land off the Walk Birdwell

Hi Stephen,

In response to your enquiry there is no reason why we should not stand by our earlier decision.

Regards
Kevin Ellam

Kevin Ellam **Highway DC Officer,**
Highways Development Control
Barnsley Metropolitan Borough Council
Traffic
Environmental Services
PO Box 601
Barnsley
S70 9FA

mailto:KevinEllam@Barnsley.gov.uk

mailto:HighwaysDC@Barnsley.gov.uk

Sat Nav Ref only: S70 2DR

From: Nuttall Yarwood & Partners Limited [mailto:nyp.barnsley@btconnect.com]
Sent: 18 October 2011 16:29
To: HighwaysDC
Subject: Residential Development Land off the Walk Birdwell

Dear Mr. Ellam

Further to our telephone conversation of this morning.

Our client is considering submittting a planning application to renew the planning approval Ref.No.2009/0013.
We have attached the approval notice for your information.

We have also attached the site plan Ref.No.39-14-P5A which received planning approval together with the location plan Ref.No.39-14-P1.
We would be pleased if you could confirm that the the road access standards detailed on this approved drawing are still acceptable and can be recommended for approval by your department when an application to renew the planning approval is made.

These details were established with Bob Pell.

If you require additional information please do not hesitate to contact me.

Regards
Stephen Woodcock

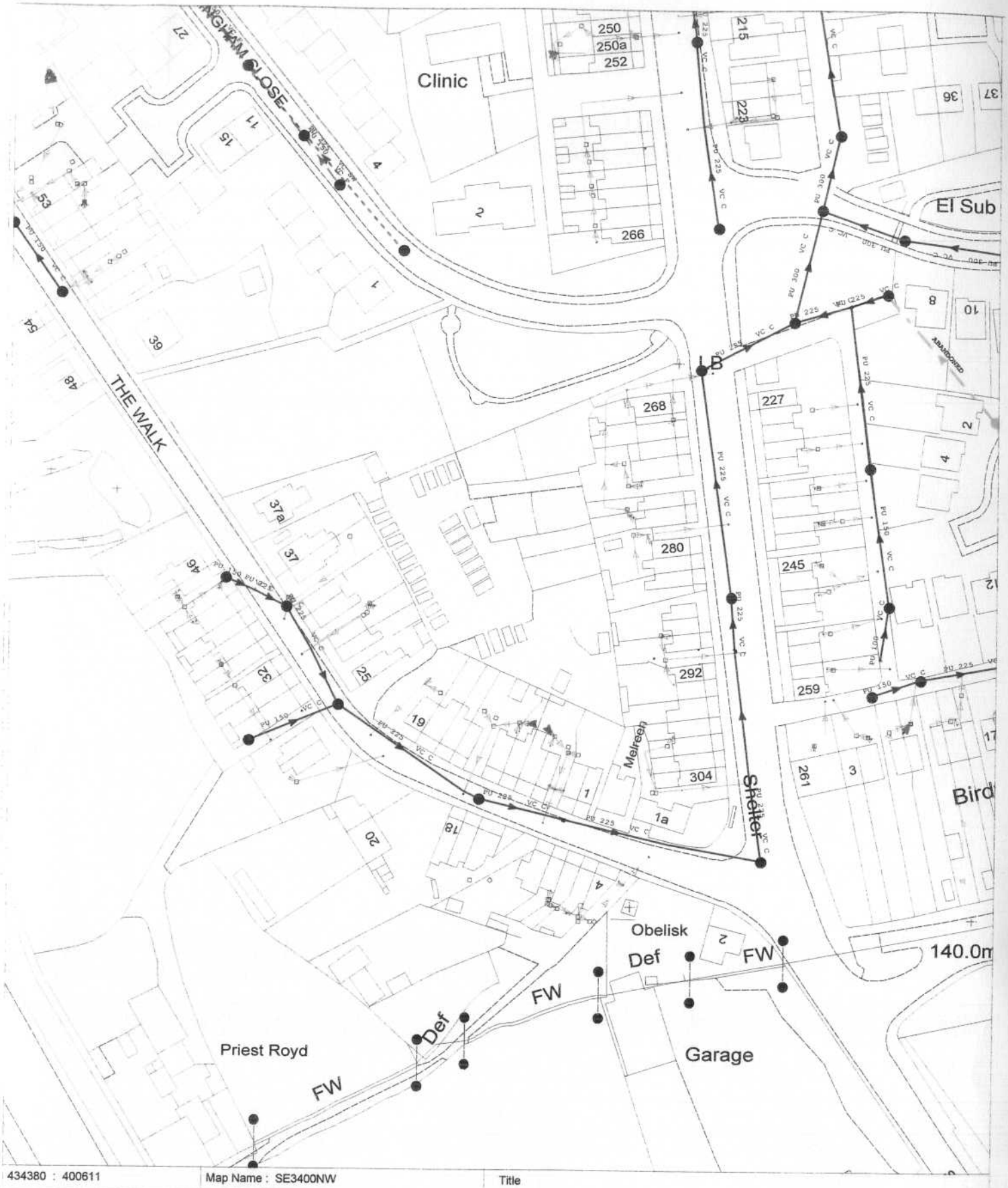
For & behalf of:
NUTTALL YARWOOD & PARTNERS LIMITED
CHARTERED ARCHITECTS
THE GROVE, HIGH STREET DODWORTH,
BARNSLEY, S75-3RQ.
Tel: 01226 206771
Fax: 01226 200989
E-mail: info@nyparchitects.com
WEB: www.nyparchitects.com
Registered in England & Wales No: 4631338
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Version: 10.0.1411 / Virus Database: 1522/3960 - Release Date: 10/18/11

Appendix 2



434380 : 400611	Map Name : SE3400NW	Title
YorkshireWater	Yorkshire Water, PO Box 500, Halifax Road, Bradford BD6 2LZ Contact Name : Joanna Wood Contact Tel :	Notes
	Partial Key Foul Sewer = F Combined Sewer = C Surface Water Sewer = SW Trade Sewer = TD Partially Separate = PS	This plan is furnished as a general guide only and no warranty as to its correctness is given or implied. This plan must not be relied upon in the event of excavations or other works made in the vicinity of public sewers. No house or property connections are shown.
	Date Req : 03/08/2006, 08:39:48	Date Gen : 03/08/2006, 08:39:52
	Source : Sewer Network Enquiry	

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