



Planning Statement Design and Access Statement

**Former Polar Ford Site and Land to
the Rear of 221 at Dodworth Road,
Barnsley**

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1.0 INTRODUCTION

- 1.1 This report accompanies and supports a planning application submitted by Pegasus Planning Group on behalf of Bellway Homes PLC for residential development on land at Dodworth Rd, Barnsley.
- 1.2 The former Polar Ford site on Dodworth Road has an extant consent for residential use granted in January 2011 (2010/1098) for 58 dwellings. Bellway Homes have implemented this consent and are currently constructing units on this site. A separate planning application has been submitted to seek consent for some changes to the approved layout and to amend the affordable house types at the request of the RSL.
- 1.3 This application seeks to amend the previous approval, and also seeks permission to extend into vacant land east of the existing approved site. The proposed amendments to the approved scheme includes the realignment of a highway, repositioning of street trees, and a change in the house types and layout necessitated by site investigation works and following negotiations with a Registered Social Landlord regarding the affordable housing. A separate planning application seeking these amendments to the approved scheme, but without the proposed extension, has also been submitted.
- 1.4 Following a description of the site and the surrounding area, consideration is given to the development proposed on the application site. The report assesses the proposal in light of relevant planning policy. Particular attention is paid to Government guidance relating to housing development as set out in Planning Policy Statement 3: Housing (PPS3) and the content of the recently adopted Barnsley Core Strategy.
- 1.5 The Design and Access element of this statement follows the guidance set by the Department for Communities and Local Government's (DCLG) Circular 01/2006: *Guidance on Changes to the Development Control System*, to explain:

"...the design principles and concepts that have been applied to the proposed development and how issues relating to access and the development have been dealt with" (para. 80, Circular 01/2006).
- 1.6 A tree survey for the proposed site extension is included as part of the application submission. The previous submission on the Polar Ford site included air quality,

noise, flood risk and transport assessments. The small increase in the number of units (an additional 8) should not necessitate further technical appraisal of these issues.

- 1.7 The application follows pre-application discussions and meetings with local authority planning officer Keiron Dunn and affordable housing officer Lloyd Downier.

2.0 BACKGROUND

- 2.1 In January 2011 planning permission was granted for a residential development of 58 units (2010/1098) on the former Polar Ford garage on Dodworth Road, within the urban area of Barnsley. Bellway Homes have commenced developing the site in accordance with the approved layout.
- 2.2 During the site investigation works it became apparent that the position of a mine shaft and a sewer easement within the site were not in accordance with the site survey information. As the previous layout approved was based on survey information about the position of the mine and sewer, once the correct position was established an amendment to the layout of certain plots was required.
- 2.3 Post approval negotiations with the Registered Social Landlord (RSL) revealed other adjustments were required. The affordable housing provision was agreed during the planning application through discussion with the Council's affordable housing officer. However, the size of the properties was insufficient to meet Housing Quality Indicators (HQI) standards, which was a requirement of the RSL. Therefore, a change in the affordable house types is required in order to enable the properties to be purchased by a RSL. The affordable dwellings will have an increased floor area and will meet code level 3 of the Code for Sustainable Homes.
- 2.4 In progressing discussions regarding the adoption of the highway within the site, a few minor adjustments were suggested. These are to realign part of the internal road and to set back some street trees to avoid them being damaged by passing vehicles.
- 2.5 For the above reasons, amendments to the previously approved layout and house types have been sought under a separate application. In addition to those amendments, this application proposes an extension to the approved site utilising a vacant piece of land, formerly used as a haulage depot, located to the rear of 219 and 221 Dodworth Road and to the east of the approved residential development. It is proposed to redevelop this land in conjunction with the former Polar Ford site as part of a comprehensive residential development.
- 2.6 In order to achieve a comprehensive development and utilise the approved access to Polar Ford, some alterations to the north eastern corner of the previously approved scheme are required. As a result of the internal access amendment the net increase

is only 8 units. In total therefore, 66 residential units are now proposed across the two sites. This integration of the two sites requires an extension to the proposed internal highway to accommodate the proposed new dwellings and to allow the access adjacent to 221 Dodworth Road to be closed.

- 2.7 As noted above, the former Polar Ford site is located to the west of this extension site, and access to the new site is proposed through that residential scheme. To the north of the site is a railway line. The eastern part of the site is marked by mature trees (to be retained subject to management/clearance) which provide screening between the site and the dwellings along May Terrace beyond. To the south of the site are the residential dwellings 211 – 221 Dodworth Road.
- 2.8 Planning permission for residential development (27 units) in the form of a block of two and a half storey flats has previously been granted on the extension site but has since lapsed. Like the adjacent Polar Ford site, much of the site is located within a mixed use allocation (BA7/4) in the Unitary Development Plan. The eastern portion of the site is located within a residential policy area.
- 2.9 This application therefore seeks to amend some aspects of the previously approved layout to enable the full development to be completed, and to extend the development site increasing the amount of proposed dwellings on the whole development from 58 to 66.

3.0 PROPOSED DEVELOPMENT

- 3.1 The proposed scheme represents a high quality residential development of a site that lies within the urban area of Barnsley. Detailed consideration has been given to the proposed development of this site in the context of the adjacent development by Bellway Homes PLC. By bringing forward this site in conjunction with the adjacent site, a comprehensive design and layout can be achieved. This makes the best use of a sustainable urban brownfield site and helps improve environmental quality.
- 3.2 The previously approved residential scheme on this site utilised an access point running adjacent to 221 Dodworth Road which previously served the haulage yard. However, by amending part of the eastern layout of the previously approved scheme, it is possible to bring this site forward utilising the main access point serving the adjacent residential development.
- 3.3 The application proposals relate to the following elements:
- two bedroom dwellings;
 - three bedroom dwellings;
 - four bedroom dwellings;
 - associated hard and soft landscaping, parking and turning areas, highways and public footpaths.
- 3.4 The application proposes 66 dwellings in total. Ten of the units will be affordable housing units in line with the new requirement for 15% affordable housing provision as set out in the Barnsley Core Strategy.
- 3.5 The details submitted on the planning drawings and accompanying Design and Access Statement show the nature and pattern of the proposed development and provides for the rationale behind the design approach.
- 3.6 The extant consent is intended to be carried out with the addition of the application proposals for the above extension and the proposed amendments below, to the approved site:
- A change in layout to plots 15 and 16 of site layout (10-024 PL02 Rev E) in the north-west of the development, due to the discovery of the position of a

mine shaft and a sewer easement is not in accordance with the site survey information.

- Negotiations with the highways authority identified a proposed amendment to the scheme to realign part of the internal road and reduce the fanning effect at the entrance to this road in the west of the site. This application also proposes to set back some of the street trees in the centre of the development to avoid them being damaged by passing vehicles.

4.0 PLANNING POLICY AND GUIDANCE

Planning Policy Statement 1: Delivering Sustainable Development ("PPS1")

- 4.1 PPS1 sets out the Government's high level policy objectives for planning. The Government envisages that the planning system should facilitate and promote sustainable and inclusive patterns of development by contributing to sustainable economic development and by ensuring high quality development through good and inclusive design together with the efficient use of resources. This is to be actively sought by ensuring that new development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community.
- 4.2 The promotion of accessible public transport facilities is endorsed by PPS1 and complements the need to encourage more efficient use of land through higher density, mixed use development and the use of suitably located previously developed land and buildings.
- 4.3 Paragraph 18 advises that the condition of our surroundings has a direct impact on the quality of life and that the conservation and improvement of the natural and built environment brings social and economic benefit for local communities. New development should be encouraged by Local Planning Authorities (LPAs) where it can help mitigate the effects of declining environmental quality through positive policies on issues such as design, conservation and the provision of public space.
- 4.4 Paragraph 23 states that there is a need to ensure that everyone has the opportunity of a decent home, particularly in locations that reduce the need to travel. This approach should take account of the range of effects of development in terms of economic benefits and social well being. Effects should be properly identified and assessed through the sustainability appraisal process, taking account of the current quality of the environment in the area and any existing environmental issues relevant to the plan.
- 4.5 New development should take the opportunity to improve the character and quality of an area and the way it functions. This can be achieved by promoting integrated developments which avoid segregation and have well planned public open spaces.

- 4.6 Paragraph 33 states that *"good design ensures attractive, usable, durable and adaptable places and is a key element in achieving sustainable development. Good design is indivisible from good planning."* Paragraph 34 goes on to say that *"planning authorities should plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes. Good design should contribute positively to making places better for people. Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted."*
- 4.7 Paragraph 35 states that although visual appearance and the architecture of an individual building is an obvious factor in achieving these objectives, securing high quality and inclusive design goes beyond aesthetic considerations. Consequently good design should include consideration of the connection between people's homes and their place of work and careful integration into the existing urban form.

Planning Policy Statement 3: Housing ("PPS3")

- 4.8 PPS3 sets out how housing within sustainable communities will be delivered at regional and local levels.
- 4.9 Paragraph 10 sets out the housing policy objectives, stating that the planning system should deliver high quality, a mix of housing and sufficient quality of housing in suitable locations, as well as a flexible and responsive supply of land.
- 4.10 The provision of an appropriate quantity of affordable housing in new developments is a key objective of PPS3. To achieve this objective, the Government is seeking (paragraph 9):
- To widen opportunities for home ownership and ensure high quality housing for those who cannot afford market housing, in particular those who are vulnerable or in need;
 - To improve affordability across the housing market, including by increasing the supply of housing.
- 4.11 Paragraph 12 highlights the need for good design for the development of high quality new housing to create sustainable, mixed communities. This is supported by paragraph 13 which states that *'design which is inappropriate in its context, or which*

fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted.

- 4.12 Paragraphs 27 to 29 provide additional guidance in respect of affordable housing provision. Regional Spatial Strategies should set out the regional approach to addressing affordable housing needs. At the local level the emerging LDF should set an overall target for the amount of affordable housing to be provided, this target should:

"reflect an assessment of the likely economic viability of land for housing within the area, taking account of risks to delivery and drawing on informed assessments of the likely levels of finance available for affordable housing, including public subsidy and the level of developer contribution that can reasonably be secured."

- 4.13 Paragraph 45 emphasises that using land efficiently is a key consideration in planning for housing.
- 4.14 The Government's objective is to ensure that the planning system delivers a flexible, responsive supply of land. Reflecting the principles of 'Plan, Monitor, Manage', LPAs and Regional Planning Bodies should develop policies and implementation strategies to ensure that sufficient, suitable land is available to achieve their housing and previously-developed land delivery objectives.
- 4.15 Paragraph 53 advises that at the local level, LPAs should set out in Local Development Documents their policies and strategies for delivering the level of housing provision, including identifying broad location and specific sites that will enable continuous delivery of housing for at least 15 years from the date of adoption, taking account of the level of housing provision set out in the RSS.

Planning Policy Guidance Note 13: Transport ("PPG13")

- 4.16 PPG13 states, at paragraph 3, that land use planning has a key role in delivering the Government's integrated transport strategy and by shaping the pattern of development and influencing the location, scale, density, design and mix of land uses, planning can help to reduce the need to travel, reduce the length of journeys and make it safer and easier for people to access jobs, shopping, leisure facilities and services by public transport, walking and cycling.

- 4.17 In order to achieve these objectives, paragraph 6 highlights amongst others that local authorities should actively manage the pattern of urban growth to make the fullest use of public transport, and focus major generators of travel demand in city, town and district centres. In parallel however, the guidance states that local authorities should:
- "Use parking policies, alongside other planning and transport measures, to promote sustainable transport choices and reduce reliance on the car for work and other sources."*
- 4.18 In terms of parking, paragraph 49 highlights that the availability of car parking has a major influence on the means of transport people choose for their journeys. It continues at paragraph 51 and advises that local authorities should not require developers to provide more parking spaces than they themselves wish, other than in exceptional circumstances which might include for example where there are significant implications for road safety which cannot be resolved through the introduction or enforcement of on street parking controls.
- 4.19 Paragraph 75 of PPG13 states that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres. Walking also forms an often forgotten part of all longer journeys by public transport and car.
- 4.20 The above is supported by Paragraph 78 of PPG13, which advises that cycling also has potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport.

Planning Policy Statement 23: Planning and Pollution Control ("PPS23")

- 4.21 PPG 23 advises on the role planning should play in determining the location of development which may give rise to pollution, either directly or indirectly, and in ensuring that other uses and developments are not, as far as possible, affected by major existing or potential sources of pollution.

Planning Policy Guidance 24: Noise ("PPG24")

- 4.22 PPG24 outlines the considerations to be taken into account in determining planning applications both for noise-sensitive developments and for those activities which generate noise.

Planning Policy Statement 25: Development and Flood Risk ("PPS25")

- 4.23 PPS24 sets out the importance the Government attaches to the management and reduction of flood risk in the land use planning process, promoting a precautionary approach and taking into account climate change.

The Development Plan

The Yorkshire and Humber Plan: Regional Spatial Strategy to 2026

- 4.24 The Regional Spatial Strategy (RSS) for the region was revoked by the Secretary of State on 6th July 2010. However, following a High Court Judgement on 10th November 2010, the RSS was re-established as part of the development plan until such time as the Localism Bill is enacted. A further High Court ruling has established that the intention to abolish the RSS can be a material consideration in the determination of applications, although an appeal against this ruling has yet to be determined.
- 4.25 The RSS sets out a spatial approach to development in the region, with an established settlement hierarchy for distributing growth. This is expressed in policies YH1 to YH9 of the plan.
- 4.26 Barnsley is identified as a subregional town in the settlement hierarchy, and Policy YH4 identifies that such settlements will be the prime focus for housing, employment, shopping, leisure and other facilities in the region. Policy YH7 establishes that the first priority for development is the re-use of previously developed land within the city or town.
- 4.27 Policy H1 sets an annual average housing target of 1,015 dwellings per annum for Barnsley between 2008 and 2026, and the authority has committed to a 21% uplift in this period. Policy H2 sets a regional target of 655 of new housing to be on brownfield sites. Policy H4 seeks to increase the region's provision of affordable housing and Policy H5 to secure of mix of house types, sizes and tenures.

Local Development Framework

- 4.28 Following the introduction of the Planning and Compulsory Planning Act (2004), a new development plan system was introduced. District Councils, Unitary Authorities and National Park Authorities are required to produce a Local Development Framework (LDF) that outlines the spatial planning strategy for the local area.
- 4.29 LDFs will be made up of a suite of Development Plan Documents (DPDs). These DPDs must include, as a minimum, the following documents:
- Core Strategy - outlines the general spatial vision and objectives for the delivery of the LDF
 - Site Specific Allocations – identifies land for specific uses
 - Proposals Map – illustrates all site-specific policies
- 4.30 In addition to the above, further DPDs may be produced as necessary. These include Area Action Plans for specific locations subject to conservation or significant change, thematic DPDs on topics such as housing or employment and generic development control policies DPDs.
- 4.31 DPDs should be subject to rigorous procedures of community involvement, consultation and independent examination. Once adopted, development control decisions must be made in accordance with the DPDs unless material considerations indicate otherwise. The Barnsley Core Strategy was adopted in September 2011. Until Barnsley's DPDs have advanced to adoption, some of the development plan for development control decisions will be the saved policies of the UDP. For the purposes of the determination of this application limited weight can be attached to the content of the other DPDs.

LDF Core Strategy (Adopted September 2011)

- 4.32 The Core Strategy sets out the key elements of the planning framework for Barnsley, and the approach to its long term physical development to achieve the Council's vision. As the Core Strategy has recently been adopted, its policies are assessed in this statement in the context of this application.
- 4.33 Policy CSP1 sets out how development can tackle and adapt to climate change, including through locating growth on previously developed land in sustainable

locations. Development should be designed and located to minimise the risk of flooding and the use of sustainable drainage systems and investment in green infrastructure will be promoted.

- 4.34 Policy CSP2 expects development 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.
- 4.35 Policy CSP3 states that all new development will be expected to use SuDS, unless it can be demonstrated that this is impractical. Planning applications must include an assessment to show that SuDS will work and be maintained.
- 4.36 Policy CSP4 seeks to reduce the extent and impact of flooding. All applications on sites over 1 ha in Flood Zone 1 will be required to have a Flood Risk Assessment.
- 4.37 Policy CSP5 expects all development (either new build or conversion) of 10 or more dwellings 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%.
- 4.38 Policy CSP8 directs growth to the urban area of Barnsley and the principal towns. Urban Barnsley will be expected to accommodate significantly more growth than any individual Principal Town to accord with its place in the settlement hierarchy.
- 4.39 Policy CSP9 states the Council will seek to achieve the completion of at least 21,500 net additional homes during the period 2008 to 2026. A minimum five year supply of deliverable sites will be maintained.
- 4.40 Policy CSP10 sets out the distribution of dwellings to be delivered by CPS9. Barnsley will see 9,800 new dwellings completed over the plan period, which equates to 46% of overall provision.
- 4.41 Policy CSP14 deals with housing mix and the 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. Priority will be given to the development of previously developed land, seeking 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, to 45 dwellings per hectare within good public transport corridors, and to 55 dwellings per hectare in Barnsley Town Centre.
- 4.42 Policy CSP15 expects housing developments of 15 or more dwellings in Barnsley to provide 15% affordable housing.
- 4.43 Policy CSP25 deals with the location and design of new development to help reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists. New development should provide the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people, and no more than the maximum number of car parking spaces set out in the Supplementary Planning Document. A transport statement or assessment in line with Department for Transport's '*Guidance on Transport Assessments*' and a travel plan statement or a travel plan in accordance with the Department for Transport's '*Good Practice Guidelines: Delivering Travel Plans through the Planning Process*' would also be expected. Travel plans will be secured through a planning obligation or a planning condition.
- 4.44 Policy CSP26 states that new development will be designed and built to provide safe, secure and convenient access for all road users.
- 4.45 Policy CSP29 outlines design principles in order for development to respect, take advantage of and enhance the distinctive features of Barnsley. Development should contribute to place making and be of a high quality, creating accessible, healthy, safe and sustainable environments. Development should help transform the character of physical environments that have become run down and are lacking in distinctiveness. It should provide in particular, for the needs of families and children, and of disabled people and older people, contributing towards successful neighbourhoods and achieving a Building For Life assessment rating of 'good' or equivalent as a minimum, in developments of 10 or more dwellings.
- 4.46 Policy CSP36 expects development to conserve and enhance the biodiversity and geological features of the borough.

- 4.47 Policy CSP39 requires applications to be accompanied by a contaminated land report where issues of potential contamination might impact on future occupiers.
- 4.48 Policy CSP40 expects development to demonstrate that it is not likely to result, directly or indirectly, in an increase in air, surface water and groundwater, noise, smell, dust, vibration, light or other pollution which would unacceptably affect or cause a nuisance to the natural and built environment or to people.
- 4.49 Policy CSP41 identifies that development in air quality management areas will be expected to demonstrate that it will not have a harmful effect on the health or living conditions of any future users of the development in terms of air quality (including residents, employees, visitors and customers), or that any such harmful effects can be mitigated against.
- 4.50 Policy CSP42 states that development must be supported by appropriate physical, social and economic infrastructure. Development must contribute as necessary to meet all on and off site infrastructure requirements to enable development to take place satisfactorily. Where the necessary provision is not made directly by the developer, contributions will be secured through planning obligations.

Barnsley Unitary Development Plan ("UDP")

- 4.51 The Secretary of State issued a Direction in respect of which policies from the Unitary Development Plan (Adopted in 2000) were to be saved. Those policies in the UDP which were not listed in the Direction expired on 28th September 2007. Other policies have since been superseded by the adoption of the Core Strategy in September 2011.
- 4.52 The proposals map of the adopted Local Plan identifies that the site is within the urban area of Barnsley. The site is identified as a mixed use allocation (BA7/4) which includes the adjacent Polar Ford site. The eastern portion of the site is within a housing allocation area. The extant consent for residential use of the Polar Ford site was granted in the context of this site allocation.
- 4.53 Policy BE5 identifies that schemes to enhance the environmental quality of existing housing, commercial and industrial areas will be encouraged.

Supplementary Planning Guidance and Planning Advice Notes

Planning Advice Note 30 – Sustainable Location of Housing Sites (PAN30)

- 4.54 The Council adopted PAN 30 in July 2011, and it is a material consideration in the determination of planning applications for residential development. PAN30 sets out a sustainability checklist with the objective of focusing new development within main settlements in the Borough to ensure that new development takes place in sustainable locations.

Financial Contributions to School Places (PAN33)

- 4.55 Planning Advice Note 33 identifies the financial contributions necessary to provide the physical spaces needed to accommodate new pupil places at the local school that would serve the new housing development.
- 4.56 The supplementary planning documents; Open Space Provision on New Housing Developments and Parking, have been revised and are currently in consultation. These documents are not yet adopted.
- 4.57 In addition to the Supplementary Planning Guidance and Planning Advice Notes mentioned above, Barnsley Metropolitan Borough Council has also published detailed guidance in relation to the design and layout of new housing developments, and the design of landscaping and parking. Regard has been given to the content of this guidance in the evolution of the scheme design.

5.0 ASSESSMENT OF DEVELOPMENT POTENTIAL

- 5.1 It is considered that the main issues to consider in determining this application, which extends and amends a previously approved application, are; the general principle of sustainable development; affordable housing; appearance and visual impact; highways and transport, and other related matters. These are explored in further detail below.

Principle of Development

- 5.2 The Polar Ford site (adjacent to the proposed extension) currently holds an extant consent for residential development of 58 units. The reason for granting the previous permission under Policy ED4 of the UDP is due to the location of the site in close proximity of existing houses. This being the major consideration in favour of allowing residential redevelopment, it can therefore be considered that the principle of development for residential use has already been established and deemed acceptable by Barnsley Metropolitan Borough Council.
- 5.3 The extension site falls under the same allocation of the Polar Ford site; this is a mixed use allocation (BA7/4 under UDP) and residential use was deemed acceptable for the Polar Ford site in the context of this application. Therefore, in accordance with the policy objectives for allocation BA7/4, the residential use of the site will fit more appropriately within the existing residential context, and shall improve the appearance of the site from the highway, railway and nearby open spaces. As the Polar Ford site has been deemed acceptable for residential use, there is no reason why the extension would not be treated on the same basis.
- 5.4 The proposed extension site is a former haulage yard and depot, with access from Dodworth Road. The surrounding area is the disused Polar Ford Garage to the west, consented for residential development (in which this extension would be integrated), and residential properties to the south and east. The site abuts a railway embankment to the rear (north). The west section of the site is a large hard standing for general industry use, the east the site is unkempt and overgrown area with a number of trees.
- 5.5 The Polar Ford site was deemed sustainably located under the criteria of Planning Advice Note 30 (PAN30). In accordance with the criteria in PAN30, the application site is extremely sustainably located in relation to the core public transport network in

the Borough. It has close pedestrian linkages to provide opportunities to reduce the use of the private car for future residents, is within a 2km walking distance to services and facilities within Barnsley town centre and within 800m walking distance to essential services defined by PAN30.

- 5.6 The extension site like the Polar Ford site is brownfield, which also falls within the Urban Barnsley (Sub Regional Town) boundary under policy CSP 8 of the Core Strategy, where priority is given to development. The extension benefits from the same sustainable location described above, making both the Polar Ford site and the extension site sustainably located for residential development.
- 5.7 An advantage of the extension site is that it removes the large area of hard standing that currently exists on the site and brings together the residential development at the Polar Ford site more seamlessly with the surrounding existing residential area.

Use and Amount

- 5.8 The Polar Ford site currently holds an extant consent for residential development of 58 units. This consent has been implemented and will be largely completed in accordance with the previous approval. This application seeks to make changes to the layout and house types required by detailed site considerations as set out in paragraph 1.2 of this statement.
- 5.9 This application proposes to extend the development site to create an additional 8 dwellings in the east of the site, increasing the amount of proposed dwellings on the whole development from 58 to 66. This increase is not considered to be significant in the context of the overall size of the development.

Layout

- 5.10 There are some amendments to the approved Polar Ford site layout due to the discovery that the position of a mine shaft and a sewer easement is not in accordance with the site survey information. The precise position of the sewer and mine shaft necessitates a change in layout to plots 15, 16 and 59 (1) of the site layout in the north-west of the development. This has also led to different house types to be introduced to plots 1 (2), 15 and 16 of the site layout.

5.11 The realignment of the road has also led to a slight shift northwards in the position of the dwellings on plots 13 and 14.

5.12 To incorporate the additional 8 dwellings on the extension site, this application proposes to amend the layout of plots 24 - 43 and plots 60 - 63.

Scale and Appearance

5.13 The previous Polar Ford scheme was approved and therefore deemed acceptable in scale and appearance. The proposed amendments to the Polar Ford are not considered to have a significant impact on what was approved previously.

5.14 As noted above plots 1, 15 and 16 have changed house type as a consequence of the discovered position of the mine shaft and a sewer easement. The new house types are as follows:

- Plot 1 changed from Oxford Type 2 to Sovereign
- Plot 15 changed from Oxford to Whitehall
- Plot 16 changed from Sovereign to Regent

5.15 The house types across the whole scheme are largely the same as those previously approved only the Whitehall and Regent were not included in the housing types of the approved scheme.

5.16 The proposed extension introduces new housing types for the affordable housing. The affordable housing will be situated at plots 28 - 33 and 60 - 63. These dwellings will include the Pendle and the Purley. These house types are larger properties than the previously approved affordable housing, increasing the floor space to meet HQI standards. These new housing types will also meet the criteria of a level rating 3 of the Code for Sustainable Homes, achieving the equivalent required under policy CSP2.

5.17 Additional changes to the house types include a Viscount (previously named Piccadilly) and Sovereign at plots 26 and 27, a Viscount and Coventry at plots 36 and 37, and a Sovereign at plot 42.

5.18 These house types are based on those approved under the previous Polar Ford application to incorporate the two sites together. An advantage of the proposed

extension development is that it removes the large area of hard standing that currently exists on the site and brings together the proposed residential development more seamlessly with the surrounding existing residential area. Although the scale and appearance were approved before the adoption of the Core Strategy, the revised scheme and additional dwellings are considered to comply with policy CSP14 and policy CSP29 of the Core Strategy.

Landscaping

- 5.19 A tree report was submitted with the approved Polar Fórd application which surveys the trees within the site which are principally contained to boundaries to the north, west and south west of the site. The trees in this report will not be affected by the proposed amendments within the Polar Ford site in this application.
- 5.20 An additional tree report relating to the extension site is submitted with this application. This report surveys the trees within the site which are located to the eastern boundary. These will largely be retained (with some management/clearance) and incorporated into the scheme design to improve design quality and assist the successful integration of development into its landscape setting in accordance with CSP36.
- 5.21 A comprehensive landscaping scheme was submitted and approved with the Polar Ford application. This incorporated elements of hard and soft landscaping to create a good balance between the built development, layout and landscaping. The extension proposal will carry the principles of this landscaping scheme through to incorporate the extension site.
- 5.22 Amendments to the landscaping scheme within the Polar Ford are the repositioning of some planting due to the new change in house type and layout detailed above at plots 59 (1) and 16, and to set back the street trees at the junction in the centre of the development, to avoid them being damaged by passing vehicles.
- 5.23 The landscaping scheme was approved before the adoption of the Core Strategy, although the revised scheme is also considered to comply with policy CSP36 of the Core Strategy.

Access arrangements

- 5.24 A Transport Assessment and Travel Plan were submitted and approved under the extant consent for the Polar Ford site. The trips predicted to be generated by the additional 8 new dwellings to the approved 58 are relatively low and are less than those generated by the previous use of the site. The approved Transport Assessment and Travel Plan will still stand and their principles carried forward into the extension. Although accepted before the adoption of the Core Strategy, these plans demonstrate that the impact of the proposed development on the transport network is also acceptable under policy CSP25.
- 5.25 An amendment to the approved Polar Ford road layout is to realign part of the internal road and reduce the fanning effect at the entrance to this road in the west of the site. This is proposed from negotiations with the highways authority for the Section 38 agreement.
- 5.26 The approved internal road shall be extended eastwards to provide access to the additional dwellings in the extension site. The layout of the road shall keep the cul-de-sac element, to keep the road layout format that was approved in the Polar Ford application.
- 5.27 The existing access to the extension site running west of 221 Dodworth Road shall be closed.

Other Relevant Matters

Affordable Housing

- 5.28 Policy CSP15 of the core strategy asks for a 15% provision for affordable housing. In line with this, this application proposes 10 affordable units to the HQI standard for the 66 total units proposed.
- 5.29 The proposed affordable housing will introduce a mix of shared ownership and social rented properties which, in accordance with PPS3 will create an inclusive community where people have the opportunity of a decent home in a community where they want to live, at a price that they can afford. The proposed tenure split is 70/30, which is as approved on the previous scheme.

- 5.30 The provision of affordable housing to an appropriate quantity in new developments is a key objective of national planning policy. PPS3 seeks to widen opportunities for home ownership, to ensure high quality housing for those who cannot afford market housing and improve affordability across the housing market, including by increasing the supply of housing.

Residential Amenity

- 5.31 The layout of the proposed extension has sought to minimise any impacts upon residential amenity that could be enjoyed by residents of neighbouring properties and of future residents of the proposed dwellings.
- 5.32 The scheme incorporates useable amenity space for each property. It is felt that an appropriate balance between achieving a suitable density of development, whilst respecting the amenity of existing and potential occupiers has been achieved to a high standard.

Flood Risk and Drainage

- 5.33 The application site is located within Flood Zone 1 as defined by the Environment Agency's online flood maps. The approved Polar Ford application was accompanied with a Flood Risk and Drainage Assessment and was deemed acceptable by the consent. As the extension site is less than 1 hectare it is not considered to require a Flood Risk and Drainage Assessment under policy CSP4 of the Core Strategy. A drainage strategy for the site has already been approved.

Air Quality and Noise

- 5.34 An air quality assessment and a noise assessment were submitted and considered to be acceptable as part of the Polar Ford application. The proposed amendments will not significantly affect these assessments.

Renewable Energy

- 5.35 To improve further the sustainability of the scheme from the previously approved application. Bellway Homes are providing the opportunity of 'fit for free' photovoltaic cells to all the appropriately sited south facing properties. This offer will be made available to all purchasers of qualifying plots. This offer, in addition to the 9 affordable

units meeting Code 3, will reduce the carbon dioxide emissions of the development. Given that there is an extant consent which does not require any on site renewable energy generation or any Code of Sustainable Homes Standards, this is considered to be an acceptable position in the context to CSP5 of the Core Strategy.

Contaminated Land

- 5.36 Remediation of the Polar Ford site has been undertaken in accordance with the approved details. A remediation statement for the extension site is included with this application.

Ecology

- 5.37 A phase 1 habitat survey has been undertaken for the extension site and is included with this application.

Section 106

- 5.38 The applicant shall seek a deed of variation to the approved s106 or a new s106 agreement for the changes to the affordable housing provision.

6.0 CONCLUSIONS

- 6.1 This statement has demonstrated that the proposed development in this particular instance is in accordance with the provisions of the complete content of the development plan and national and local policy guidance.
- 6.2 On the basis of the matters raised within this statement, it is considered that these amendments to the previously approved application and the proposed extension with 8 additional residential units, in this location are acceptable and it is respectfully requested that the application is approved.