

Design, access and heritage statement to accompany planning application for the construction of a garage at 591 Huddersfield Road Haigh Barnsley

Assessment of the site's immediate and wider context, in terms of physical content, social and economic and relevant planning policies.

Physical context; information about;

1) Surrounding:

- **Uses** - The site is located within the village settlement of Haigh to the North of Barnsley. The adjacent buildings are residential in character and feature detached dwellings set in generous grounds.
- **Buildings/character** -The buildings flanking adjacent the application site are residential properties. The character of the area is of linear residential development, mainly detached, set back from flanking highways.
- **Spaces** – The area displays properties, some set in generous grounds, with significant landscaped front gardens. Dwellings exist to the east of the application site with open land to the north, south and west.
- **Access routes** – Huddersfield Road is heavily trafficked but this property lies off the main Huddersfield Road on the old Huddersfield road which allows access only to the three residential properties and the farmers field.
- **Access to local services/transportation** – Public transport bus routes run past Haigh between Barnsley and Wakefield. The application site is within 500 meters of junction 38 of the M1.
- **Special designation** – The application site is within a Green Belt Area.

2) Site

- **Use** - The application site has a residential land use.
- **Buildings/character** – The site contains a detached dwelling which is two storeys in height with a pitched roof. The building is constructed from natural materials with render and paint finish.
- **Spaces within the site** – The application site features large well landscaped front garden area.
- **Access through the site** – There is no access through the site with vehicle and pedestrian access being limited to the side of the property off the now redundant Huddersfield Road.
- **Natural features** – The front garden has been landscaped with lawns and shrubs. There are some peripheral trees but well clear of the dwelling. The site is bounded by mature dry stone wall. There are no water features.
- a **Topography/gradients** – The site is essentially gradually sloping from west to east but there is a difference in level between the application site and the adjacent open land.
- a **Special designation** - The application site is within a Green Belt Area.

4) Social context

- The existing use will be maintained therefore there are no consequences for the loss of an existing use. A new detached garage will be constructed to the south east of the dwelling in the front garden.
- There is no potential overlooking issue with the proposal
- The proposal is for a new detached garage within this village setting and as no additional dwellings would be created there will be no impact on local services. All local services are insitu and the proposal will not put an additional strain on them.

5) Economic context

- The new development would be likely to give a stimulus to existing business operations in the area through the development/construction process.

6) Planning policies

The proposal has been designed with the following planning policies in mind

a) National Planning Policy

The scheme has been designed to take account of advice contained in paragraphs 33 and 34 to PPS 1 which state;

"33 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.

34 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 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 of the area and the way it functions, should not be accepted."

PPG 15 Planning and the Historic Environment contains advice on the design of extensions within Conservation Area

b) Local Planning Policy

The proposal has been designed to take account of policies E27, E30, E31 and T2 contained in the Unitary Development Plan.

E 27 THE COUNCIL WILL SEEK TO PROTECT AND ENHANCE THE SPECIAL CHARACTER OF CONSERVATION AREAS. DEVELOPMENT WHICH WOULD ADVERSELY AFFECT THE CHARACTER OR APPEARANCE OF SUCH AREAS WILL NOT BE PERMITTED.

E 30 DEVELOPMENT INCLUDING CHANGES OF USE WITHIN OR ADJACENT TO CONSERVATION AREAS WILL ONLY BE PERMITTED IF IT WOULD PRESERVE OR ENHANCE THE SPECIAL CHARACTER OR APPEARANCE OF THE AREA

E31 ALTERATIONS TO BUILDINGS OR SPACES WHICH WOULD BE DETRIMENTAL TO THE SPECIAL CHARACTER OR APPEARANCE OF A CONSERVATION AREA WILL NOT BE PERMITTED.

Policy T2

PROPOSALS FOR DEVELOPMENT SHOULD BE LOCATED IN ACCESSIBLE LOCATIONS IN ORDER TO ENSURE SUSTAINABLE DEVELOPMENT IN ACCORDANCE WITH THE FOLLOWING CRITERIA:

- i) WHERE IT CAN BE SERVED ADEQUATELY BY PUBLIC TRANSPORT SERVICES. SITES WITHIN CONVENIENT WALKING DISTANCE OF RAILWAY STATIONS OR OTHER FOCAL POINTS IN THE PUBLIC TRANSPORT NETWORK WILL BE ENCOURAGED;*
- ii) WHERE THE TRAFFIC GENERATED CAN BE ADEQUATELY ACCOMMODATED BY EXISTING HIGHWAYS AND WILL NOT CREATE OR UNACCEPTABLY ADD TO PROBLEMS OF SAFETY, ENVIRONMENT OR EFFICIENCY ON THE HIGHWAY NETWORK;*
- iii) WHERE, IN THE CASE OF INDUSTRIAL AND WAREHOUSE DEVELOPMENT IT IS CONVENIENT WITH RESPECT TO THE STRATEGIC HIGHWAY NETWORK AND LOCAL COMMUNITIES. COMPANIES LOCATING NEAR TO THE EUROPORT RAIL FREIGHT TERMINAL WILL BE ENCOURAGED TO MAKE USE OF RAIL OR WATERWAY FOR THE CARRIAGE OF FREIGHT;*
- iv) WHEN, IN THE CASE OF RESIDENTIAL DEVELOPMENT, IT IS WITHIN CONVENIENT WALKING DISTANCE OF LOCAL FACILITIES AND WILL NOT CREATE ACCESSIBILITY PROBLEMS TO WORK OR OTHER FACILITIES*

Involvement of community members (neighbours, councillors, local community groups) and professionals (planning, building control and design officers) undertaken or planned.

It is understood that the applicant has discussed the proposal informally with the occupiers of the adjacent properties and no objections were raised. There have been no pre-application discussions with officers of the Council.

Evaluation of the information collected and the identification of opportunities and constraints and formulation of design and access principles. Identification of conflicting issues and a balanced evaluation of these.

a) Evaluation of comments

Although no comments have been raised the scheme has taken the following points into consideration. The site is located within a Green Belt and the proposal would lead to an extension of garaging facilities within the site, involving the construction of a double garage. The scheme has been designed to minimise any potential affects on the amenities of adjoining properties by ensuring development does not overshadow or create overlooking opportunities. As the site is within a Green Belt Area the scheme has been designed to meet the architectural needs of such a proposal.

b) Physical/social/economic constraints and links to opportunities for development

There are no constraints on development from a physical/social/economic context because of the following. The site is located within the development limits for the settlement of Haigh. The area is predominantly characterised by residential use. The site is set adjacent properties Huddersfield Road. This part of Haigh is a long established area featuring 19th century development and 20th century development.. The proposal is to construct an extension that would be well designed and would fit comfortably within the framework of the surrounding Green Belt Area.

The site is located within the edge of the village with links to public transport routes running past the settlement.

The site is located in an area already served by public utilities and the proposal would not put a further strain on those facilities. Water and electricity are present on site and sewerage is disposed of to the septic tank. It is not considered that there are any traffic or access implications relating to the proposal.

c) Constraints from relevant policies

Local planning policies E27, E30 and E31 contain requirements specific to the proposed development. As the site is within a Conservation Area the proposal must meet the high standards of design required by the aforementioned policies particularly E 27. The design issues are discussed below.

There is an additional access arrangements with automatic opening roller shutter door and there will be space retained within the front garden area to allow vehicles to internally reverse. The highway is not thoroughfare it is only used by three residents and the farmer and the proposals are considered to comply with the constraints of highway safety contained within policy T2.

Design ethos of the scheme relating to;

1) Use

The proposal will not impact on surrounding land uses in a detrimental manner because of the separation distances achieved and the elevational treatments proposed. The predominant surrounding land use is agricultural which is complimentary to the proposal.

2) Amount —

The proposal seeks consent to extend the existing garaging facilities within the site. In terms of additional impact the size of plot means that the proposals would have no impact on the existing dwelling and its neighbours. The plot is very large and the footprint of building would represent a small fraction of the potential developable area. By restricting new development to the central portion of the site where development already exists this maintains the landscaped frontage of the plot which contributes to the character of the Green Belt Area. The surrounding predominant land use is residential/agriculture in character and the proposals would relate well to their surroundings. The proposal is deemed to comply with policies E27, E30 and E31 of the UDP.

3) Layout —

As the site abuts other residential properties and is for a residential extension there are no implications for impact on different land uses within the area.

The proposal would affect only a small amount of the private amenity space currently enjoyed by the dwelling. There are no implications relating to the provision of public open space or crime prevention measures.

By utilising the existing access onto Huddersfield Road the proposal seeks to reduce any impact on the surrounding area. There are no implications for travel distances as the proposal is for an extension to an existing dwelling with an existing access onto Huddersfield Road.

The site is gently sloping from west to east and the dry stone boundary wall will be maintained.

4) Scale —

The proposal seeks to create a new double garage. The surrounding area reveals house types of which are 2 storey in nature. The new garage proposals are set to the front/side of the dwelling and single storey in nature. There would be no detrimental impact on either neighbours or the Green Belt Area.

There are no implications for the size of entrances/facades in relation to human scale.

5) Landscaping —

It is intended that landscaping will play a part in the proposal. The existing landscape features will remain largely unaltered and the extensions would be assimilated into the local landscape. All landscaping within the plot will be maintained, as now, by the applicant.

6) Appearance —

The scheme will improve the visual amenities of the area. The extension will respect the scale of buildings within the area and the choice of facing materials would be complimentary to those existing on site and within the area. Block/render would be used externally on the walls, of a type to be agreed with the LPA. The new pitched roof would be clad in tiles to match the existing dwelling roof. The front elevation would be open to reflect the design of traditional agricultural buildings within the area. The scheme would introduce a well designed structure to the site which would reflect the aims PPS 1 and policies E27, E30 and E 31 of the Unitary Development Plan.

There are no proposals for any lighting.

The proposals will not affect the accessibility of the site which would to all intents remain unaffected.

7) Access component

The existing vehicular access is via Huddersfield Road and this scheme seeks to utilise the existing access point into the lane. There would be no affect on the setting of the road. As the scheme relates to an existing access convenient access for all users is unaffected. Internal reversing facilities would be retained within the site. There are no highway safety implications for the scheme and it is considered that the proposals comply with the requirements of policy T2.