

Planning, Design and Access Statement – Land rear of May Terrace

Introduction

The applicant is looking to develop the site to the east of May Terrace, the site is presently a partially cleared, partly hard cored and used for parking, located rear of properties to the eastern side of May Terrace and the Northern side of Dodworth Road.

This statement has been prepared to accompany a planning application for the construction of one detached dwelling. This follows the refusal of planning permission submitted under application reference 2015/1386 which sought outline permission for two dwellings with all matters reserved except access, refused for the following reasons:-

1. In the opinion of the Local Planning Authority the proposed dwellings and parking spaces would be contrary to Policy H8D of the Unitary Development Plan, policy CSP29 'Design' and the Council's Supplementary Planning Document 'Designing New Housing Development' in that their positioning and layout would not reflect the established development pattern of the area. As such, it is considered that the proposals would form an 'ad hoc' and incongruous addition to the locality, detrimental to character and visual amenity. Furthermore, the adopted SPD makes it clear that infill development should not be piecemeal so as to prejudice potential comprehensive development of a larger area of land. In this case there is potential for the site, together with neighbouring garden land, to form a larger development site with improved access and amenity options.
2. In the opinion of the local Authority the site is served by a substandard access road which cannot adequately accommodate the manoeuvring and parking requirements of vehicles including that of a refuse truck or fire appliance. Vehicles would therefore not be able to access the site in a safe and convenient manner contrary to the requirements of policies CSP26 (New Development and Highway Improvement) and CSP29 (Design) and the guiding principles of the Council's SPD - Designing New Housing Development and the planning policy statements in the NPPF relating to requiring good design.
3. In the opinion of the Local Planning Authority, activity associated with the proposed dwellings and their parking areas would be materially detrimental to the amenities of the occupants of the adjoining dwellings (May Terrace), and the proposed dwellings themselves, by reason of noise and disturbance attributed to residential activity and vehicular movement in close proximity to the boundaries with their private amenity space. The proposal is therefore contrary to CSP policy CSP29 (Design), UDP policies H8A and H8D, the Council's SPD - Designing New Housing Development and the NPPF core planning principle relating to high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

These proposals are for a single plot on a previously developed site surrounded by existing residential development, located within Urban Barnsley and in a Housing Policy Area in the development plan and is therefore in principle policy compliant.

This statement should be read in conjunction with the following documents which forms the complete submission:-

- Application Forms
- Site Location Plan
- Existing site plan
- Indication Site Layout
- Planning, design and access statement

This statement seeks to demonstrate that the proposals are sustainable and comply with National planning policy.

Site Description and surroundings

The site is located 1km to the west of Barnsley Town Centre, to the north of Dodworth Road and as such is within walking distance of services and facilities within the Town Centre and its periphery.

The site - forms an area of 850 sq metres, and was previously used by garages and workshop buildings which were located on the north boundary and are still present however in poor condition. The site has been used by the applicant to park his cars for a number of years and these are clearly visible on google earth.

The site slopes with a fall consistent with that of May Terrace which has a south to north gradient down from Dodworth Road. In context the site is not within a Conservation Area and does not have any protection from development and is surrounded by residential uses.

May Terrace

May Terrace - is a residential cul de sac which runs to the north of Dodworth Road, the first 30 metres of the street allow two way traffic and have footpaths to each side and allow for additional parking. This area is used for bin lorries with residents carrying bins to the top of the street for collection. Beyond the footway prior to the semi-detached dwellings access to either side runs around the back of the properties and also provides access to some garages for properties located on Dodworth Road. This runs around the back of the dwellings and connects to the bottom of May Terrace and is also adopted by the Council.

May Terrace is made up of 2 pairs of semi-detached dwellings to either side built in red brick with slate roofs, with the majority having parking to the front and side. Beyond the semis are a row of 5 terraced houses to both sides, built in stone and render.

Surroundings

Dodworth Road is made up of varying styles of properties with detached, semi-detached and terraced all present, along with some bungalows located to the west of May terrace.

To the south of May Terrace is Grosvenor Drive which is made up of single and two storey dwellings built around the 1970s, which also differ from the 1920s semis and 1900s terraces on May Terrace.

To the east lies the cul de sac of Rosedale Gardens which are predominately detached buff brick two storey dwellings built around the 1970s to 1980s.

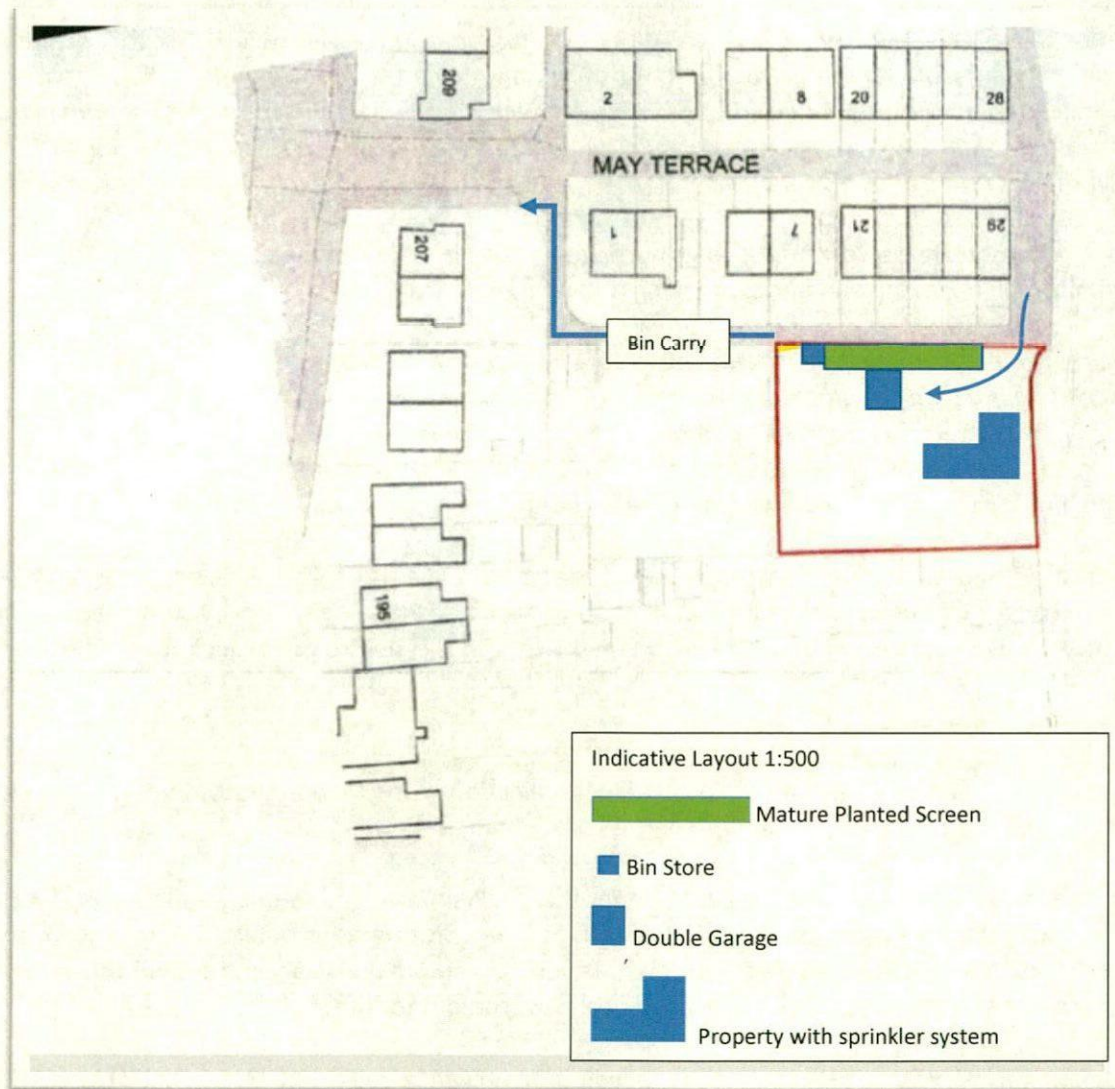
To the west lies the new estate on the former Polar Ford Garage site which is a modern development built within the last 10 years consisting of varying property sizes and types all of a more modern design and material compared to their surroundings.

Proposed Development

The proposal is for outline planning permission with all matters reserved with the exception of access.

The site plan shows an "L" shaped dwelling accessed from the existing entrance into the site already used for parking. The Green area will be planted to form a vegetated screen to the western boundary and a bin store located to the north to allow a 45 metre bin carry to the collection area at the wider entry of May Terrace.

The plan shown is indicative, and scale, design, layout and landscaping are reserved for future consideration.



Planning Policy

The following planning policies are considered relevant to the determination of this planning application. The Barnsley UDP and Core Strategy form the development plan for the Local Planning Authority and are used to inform development control decisions where appropriate. Taking account of the National Planning Policy Framework (the 'Framework'), the National Planning Policy Guidance

(NPPG), the development proposals are considered to be in accordance with national and local policy frameworks.

National Planning Policy Framework ('the Framework')

The National Planning Policy Framework ('the Framework') was published on 27th March 2012. The Framework is an important material consideration forming part of the development plan. At the heart of the Framework is the presumption in favour of sustainable development which is threefold (paragraph 7):

- I. Economic - Build a strong, responsive and competitive economy*
- II. Social - Support strong, vibrant and healthy communities*
- III. Environment - Protect and enhance our natural, built and historic environment*

Paragraph 14 of the Framework outlines that development proposals which accord with the development plan should be approved without delay, and *'where the development plan is absent, silent or relevant policies are out of date, granting planning permission unless any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework as a whole'*.

Paragraph 17 of the Framework states that there are a series of core land use principles which underpin both plan-making and decision taking principles including:

- (i) Not simply about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives*
- (ii) Proactively driven and support sustainable economic development*
- (iii) High quality design and good standard of amenity for existing occupants*
- (iv) Protecting the Green Belt and supporting rural communities within it.*

Chapter 6 of the Framework makes reference to the importance of providing a wide range of high quality, well designed homes. Paragraph 49 states that the Local Planning Authority should be able to demonstrate a five year supply of housing land, and where this is not possible, such housing policies are considered to be out of date.

Local Policy Context

Barnsley Council consulted on their Local Plan Publication Consultation document, which was produced to guide the future development of the borough up to the year 2033 in the summer of 2016.

The document follows on from the Consultation Draft Local Plan 2014 and the Additional Consultation 2015, and the comments made on those consultations have informed this publication version of the Local Plan. The Council is now satisfied that it has a sound Local Plan and wishes to submit this version to the Secretary of State for Communities and Local Government for examination.

Until the new Barnsley Local Plan is adopted, Development Management decisions will be based on the following:

Core Strategy (adopted March 2011)

Unitary Development Plan saved policies and Proposals Map (adopted 2000)

Barnsley Core Strategy (2011)

The Barnsley Core Strategy was adopted in 2011, and sets out the strategic policy framework for the City. The Core Strategy now forms part of the Development Plan and is used when determining planning applications. However, the Council continues to have regard to the saved policies of the Unitary Development Plan (1998).

CSP10 The Distribution of New Homes
CSP14 Housing Mix and Efficient Use of Land
CSP25 New Development & Sustainable Travel
CSP26 Development & Highway Improvement
CSP29 Design

Barnsley Unitary Development Plan (UDP)

The Barnsley UDP was published in March 2000, which predates the Framework and the Guidance, although it remains adopted insofar as the policies contained therein are extant and the saved policies to comply with the Framework.

In terms of the current plan allocation), the site was allocated within the Unitary Development Plan (UDP) as forming part of the Housing Policy Area within Urban Barnsley:

Saved UDP Policies

Policy H8 (Existing Residential Areas) - Areas defined on the proposals map as Housing Policy Areas will remain predominantly in residential use.

H8A - 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 the levels of mutual privacy, landscaping and access arrangements.

H8D - Planning permission for infill, back land 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 area of land.

SPDs/SPGs

SPD 'Designing New Housing Development'

Paragraph 19 refers more specifically to Infill development with development required to meet the following:-

- Dwellings should be orientated to have a frontage to the existing public highway. Sides and backs and garages should be sensitively located so the frontage of the new development integrates with the existing street scene
- The space between the proposed dwelling and adjacent dwellings should reflect the prevailing character of the street.
- The siting of the dwelling should reflect the building line of the dwellings on the same side of the street.
- The eaves and ridge heights of dwellings should usually be comparable with the heights of adjacent dwellings.
- Parking provision should be accommodated in a similar manner to how it is accommodated elsewhere on the street (e.g. if existing dwellings are set forward on their plots with parking at the side, the proposed dwelling should not be set back with parking at the front).
- Architectural features, fenestration and materials should reflect the positive elements elsewhere on the street.
- Infill development should not be piecemeal so as to prejudice potential comprehensive development of a larger area of land

- Landscaped features such as trees, particularly those prominent in the street scene, should be retained and provided with sufficient space for future growth.

Planning Analysis

This section reviews and addresses the reasons for refusal in the earlier application as well as presenting the interpretation of the proposals in terms of local and national planning policy.

The site constitutes an infill site, and the redevelopment of previously developed land within a residential setting and within the settlement boundary of Urban Barnsley, and as such is an appropriate form of development within a Housing Policy Area.

The UDP was adopted in 2000 and therefore substantially pre-dates the publications of the Framework. Paragraph 215 of the Framework states, *"due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework"*.

Infill Site

Saved UDP Policy H8D relates specifically to infill, tandem and back land development but does not preclude it. The policy states that *"infill, back land or tandem development for a small number of units will only be granted within existing residential areas whereby there is no harm on the existing environment, the amenity of existing residents, will not create traffic problems or prevent the development of a larger site"*.

The site is within the settlement of Urban Barnsley and is within a housing policy area. The site is previously developed with use formerly as workshops, and is now used as a parking areas, as such its development is not considered of harm to the existing environment.

Taking the points in the SPD "New Residential Development" and analysing them against the proposal as follows,

Point 1 – Although layout is a reserved matter the indicative plan demonstrates a dwelling can be aligned with a frontage facing May Terrace, to reflect the street scape.

Point 2 and 3 – Again the proposals are in outline however it is considered the "L" shape on the indicative layout offers some relationship to both properties on May Terrace and those on Dodworth Road. The site is unique in that it is surrounded by properties of varying styles, sizes and character and the size of the site allows for large separation to surrounding dwellings, not dissimilar to the new housing to the west of May Terrace which is separated due to a large embankment.

Point 4 – it is considered that a dwelling comparable in height to the surrounding properties could be built although scale is yet to be determined a bungalow could also be utilised.

Point 5 – The size of the site offers flexibility in terms of parking, however given the site is already used for this purpose, no intensification will occur.

Point 6 – It is apparent that at reserved matters design and materials will reflect surroundings and be in keeping.

Point 7 – The site only feasibly has access onto May Terrace due to the numerous land owners to the east which include properties off Rosedale Gardens and Dodworth Road, it is not feasible to consider

that a larger development could be accommodated. The development of Rosedale Gardens sterilised any possibility of that occurring, through the design and layout now present.

Point 8 – No trees or hedgerows are to removed – the proposals indicate additional planting.

The Framework

In accordance with paragraph 49, there should be a presumption in favour of sustainable development. This is particularly prevalent given Barnsley MBC cannot presently demonstrate a 5 year housing supply and rely on an outdated plan, Paragraph 14 of the Framework applies whereby,

‘where the development plan is absent, silent or relevant policies are out of date, granting planning permission unless any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework as a whole’.

Paragraph 17 of the “Framework” states that one of the Core Principles of consideration in land use planning should be too,

*“encourage the effective use of land by reusing land that has been **previously developed (brownfield land)**, provided that it is not of high environmental value”;*

The proposals is an effective use of the site, making use of an existing garden area, and the site is not considered of high environmental value.

Sustainability

As identified above with the outdated nature of the local plan and lack of a 5 year housing supply the presumption in favour of sustainable development should be applied.

The Government’s overarching guidance on sustainable development is contained in Framework and an overview of this document is contained within this Statement.

This section of the statement aims to address the following 5 key headings which have been used to set out the sustainability merits of the scheme:

- Support and help revitalise the local economy;
- Reinforce neighbourhoods and communities;
- Facilitate a range of transport options;
- Protect and enhance the natural environment and resources; and
- Integrate high quality design and construction.

Support and help revitalise the local economy

The site is located in a relatively sustainable location with close accessibility to local transport facilities including the bus network which provides access to surrounding services and facilities.

Adjacent settlements provide a range of services and facilities and are easily accessible by the local bus services that run immediately past the site, further detail on facilities nearby is contained within the access section of the design and access statement.

The redevelopment of the site will visually enhance the site and provide high quality residential accommodation. Residential use is considered more suited to the long term maintenance of the site.

The construction phase of the development will contribute additional employment to the area.

Reinforce Neighbourhoods and communities

The redevelopment of the site for one additional dwelling will establish additional people in the area, thereby strengthening the community.

The area is highly diverse in terms of property with 1900s terraced housing, later 1920s semi-detached, 1960s and 70s semi-detached and detached housing as well as modern detached, semi-detached and town house style properties. Bungalows are also present.

The wider area has numerous primary and secondary schools, is within walking distance of the town centre and additionally within 5 minutes of the M1 motorway.

The proposals utilise the existing access point into the site and will not result any intensification given the site is presently used for parking.

Facilitate a Range of Transport Options In accordance with the principles of the Framework and current guidance promotion of alternative more sustainable travel methods is promoted.

The site is located within close proximity to public transport connections, with the nearest bus stop situated immediately adjacent the entrance to May Terrace, in close proximity to the site and allowing regular services to both Barnsley outer settlements.

The Town Centre is 1km away and within walking distance, along with the main train station which provides services to Leeds and Sheffield.

Off street car parking can be provided for the dwelling at a level considered proportionate to the needs of the occupiers, as well as the sustainable location.

Protect and Enhance the Natural Environment

The proposals provide a good opportunity to make use of the site and ensure it is maintained and kept in a tidy manner. As shown on the indicative plan a landscape screen is proposed to the western boundary to enhance vegetation and the biodiversity on site.

The development provides good opportunities for a mix of biodiversity within the garden area. The garden will be lawned and the mix of plant species grown at the discretion of the owner/ occupiers will provide useful habitats for small wildlife and in general improve the ecological diversity of the site.

Integrate High Quality Design and Construction

The proposals are in outline form and as such design, layout and other details except access are future considerations, however the applicant is committed to ensuring a development of high quality on the site.

The indicative layout is simple and efficient and the location benefits from good transport connectivity to surrounding service centres.

Previous Refusal 2015/1074

Reason 1 – The additional parking spaces shown to the rear of May Terrace have been removed and the layout and design are reserved matters for future consideration. The indicative layout does demonstrate that a dwelling can be accommodated within the site, which fronts towards May Terrace and provides acceptable spacing and amenity space.

The second part of reason 1 refers to,

“.....the adopted SPD makes it clear that infill development should not be piecemeal so as to prejudice potential comprehensive development of a larger area of land. In this case there is potential for the site, together with neighbouring garden land, to form a larger development site with improved access and amenity options”.

As previously discussed the site can only be accessed off May Terrace and the land parcels to the east are owned by several different land owners and it is unrealistic to consider that a potential comprehensive larger development exists. The quote also refers to improved access which isn't plausible given the single lane access to May Terrace which whilst is feasible for a small development would need to be improved for a much larger scale development indicated in the reason.

Reason 2 – considered the access substandard and would not allow the manoeuvring of a refuse vehicle or fire appliance.

Fire

The proposal as indicated would incorporate a sprinkler system, and additionally a fire truck can get to the bottom of May Terrace and the very eastern boundary of the site is some 48 metres from this. A fire appliances hose can reach 45 metres which would mean the entire length of the building indicated would be within this parameter. Fire potential is also reduced considerably by the integration of a sprinkler system.

Refuse

At present all residents on May Terrace carry their bins to the top of the street where they are left for collection and returned to the properties after collection by owners and occupiers. The very bottom end terrace properties have a distance of 60 metres. The route shown on the indicative site plan with the blue arrow is 45 metres which is a 25% reduction from the worst case within the street.

In addition any future occupiers if they do not wish to undertake this can have a private refuse collection where their bins would be collected without the need for the carry distance by relevant staff.

Reason 3 – Reflects similarities with that of reason 12 but considers the previously proposed parking (now removed) and the dwelling would result in impact on privacy and amenity.

The site is large enough to accommodate a dwelling which meets all relevant separation distances and provides adequate amenity space. As indicated a planted screen to the western boundary

would further improve screening and privacy, however the proposals offer greater privacy than the majority of properties presently enjoy.

Reasons 1 and 3 placed a lot of emphasis on design and layout and these could have been formally addressed at reserved matters stage with more detail.

Conclusion

This application has sought to address the reasons for refusal from the 2015 application, and proposes a reduction to a single dwelling. The aerial at figure 1 shows that the area is already used for parking and as such the introduction of a single dwelling will not intensify the use of the site or result in any greater impact on existing residents.

The property indicated would incorporate a sprinkler system and is within 45 metres of the bottom of May Terrace and as such can be reached by a fire appliance. The bin carry distance is less than the worst case scenario on the street at 45 metres.

The site is previously developed brownfield land and the introduction of a single dwelling will ensure its future maintenance. National policy outlines that the development of brownfield land should be a priority and that where a local plan is out of date the Local Planning Authority should apply the presumption in favour of sustainable development. The site is 1km from Barnsley's centre and a highly sustainable location with shops, schools and services within walking distance as well as bus services.

As such the applicant considers the proposals sustainable and in line with National and local policy and would ask that the Council consider the application favourably.

Appendix 1 – Photographs



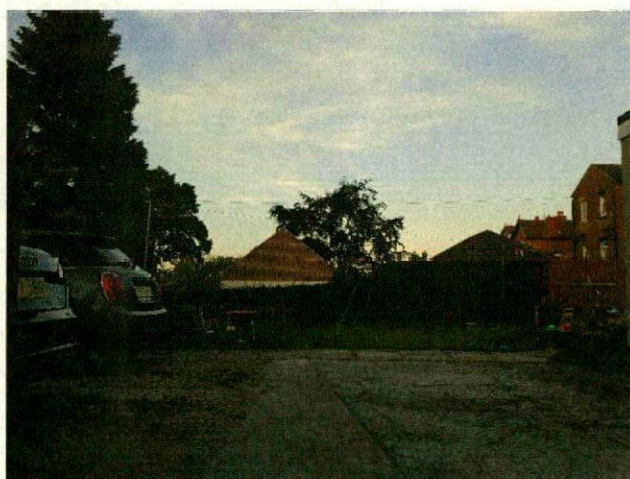
Site Access



Inside site – used as existing parking



Bin Collection at the top of May terrace



Parking area off rear of May Terrace, Large outbuilding to rear of Dodworth Road at much higher level relative to applicants site.