

Planning Statement

Residential development for the erection of single detached dwelling including improved access to Dodworth Road:- Land within the curtilage of 264 and 266 Dodworth Road.



Applicant: Mr G Bird

1.0 Introduction

This Planning statement has been prepared by AKB Architects on Behalf of Mr Gordon Bird. The purpose of the statement is to assist Barnsley Metropolitan Borough Council (BMBC) in their determination of a outline planning application seeking approval over means of access, layout, landscaping and scale for the erection of a single detached bungalow within the curtilage of no.s 264 Dodworth Road. The application also includes substantial access improvements to Dodworth Road which would be accommodated to the side of no. 266 Dodworth Road.

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

Plans:

Plan / Report	Reference
Location Plan	2018-00114-RS01
Site Plan (Including Topo)	2018-00114-Rs02
Existing Cross Section	2020-00114-RS03
Proposed Cross Section	2021-00114-RS04
Proposed Cross Section	2020-00114-RS05 B
Plans and Elevations	2020-00114-RS06
Arboricultural Report	AWA3854 June 2021
Coal Mining Risk Assessment	CMRA 00239 Sept 2020
Noise impact Assessment	NIA/9440/20/9447/v3/Dodworth
Preliminary Ecological Appraisal	210634 2nd July 2021
Transport Note (Rev 2)	June 2021

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

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

2.0 Site & Surroundings

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

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

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

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

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

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

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



3.0 Proposal

The application seeks outline planning permission including details of access, layout, landscaping and scale for the erection of a single detached 3 bedroom bungalow within the curtilage of no. 264 Dodworth Road.

The property would be sited immediately to the east, albeit at an oblique angle to the host property, 264 Dodworth Road. The dwelling would be of a traditional brick construction with a concrete tiled roof. The eaves and ridge height would be identical to that of the host property. A private driveway would lead of a shared turning head and existing garaging would be retained. The garden would extend to agricultural fields to the rear.

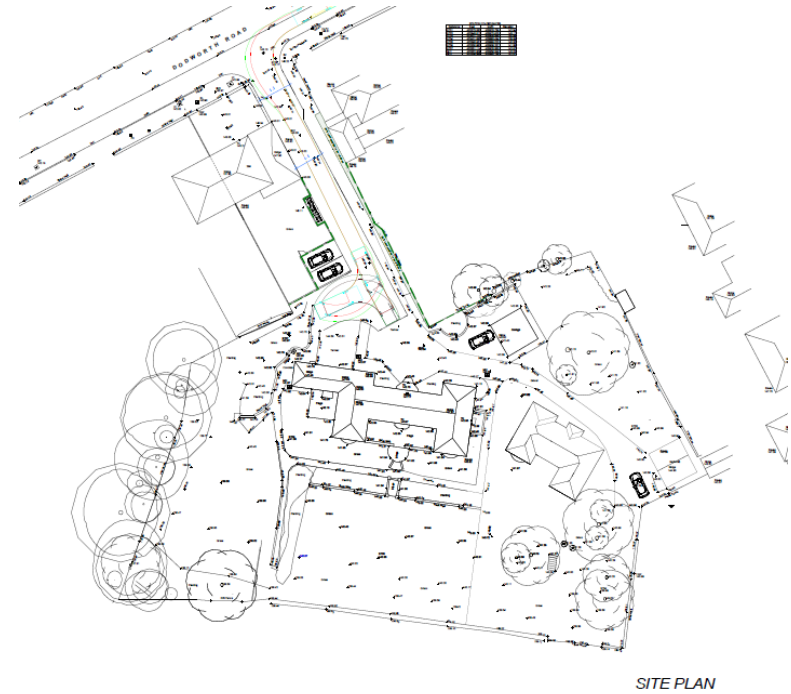
In addition it is also proposed to close the existing private driveway of no.266 Dodworth Road therefore removing any need for vehicles to reverse out onto Dodworth Road. Two dedicated parking spaces would be provided within the rear, these would be accessed via an improved driveway serving the proposed dwelling, no.264 and the proposed new parking spaces for no.266. The driveway would be widened and constructed to an adoptable standard. Acoustic boundary treatment would be constructed along the boundary to no. 262 Dodworth Road with soft landscaping presented to the driveway.

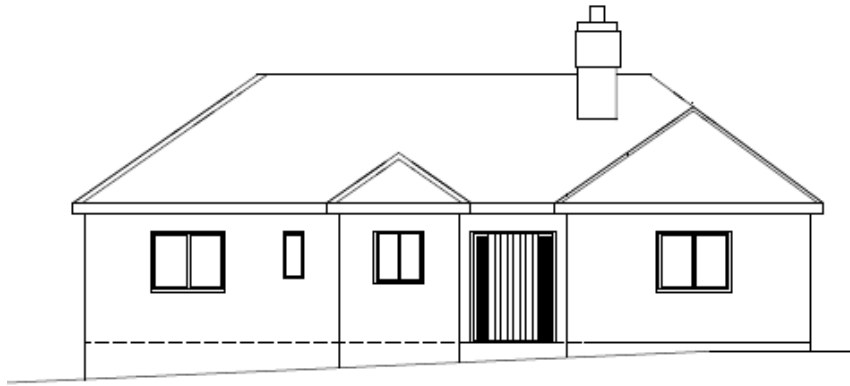
4.0 Plans

Site Location Plan:



Proposed Site layout:

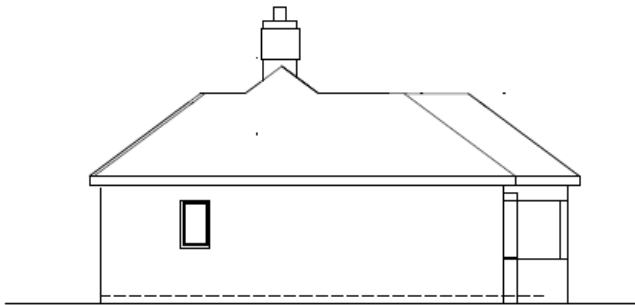




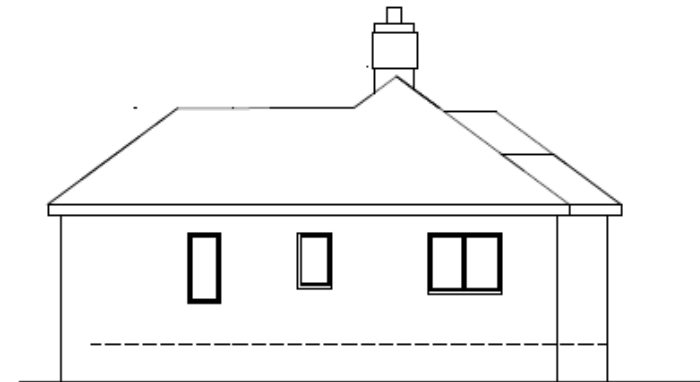
north elevation



south elevation



west elevation



east elevation



5.0 Planning Policy

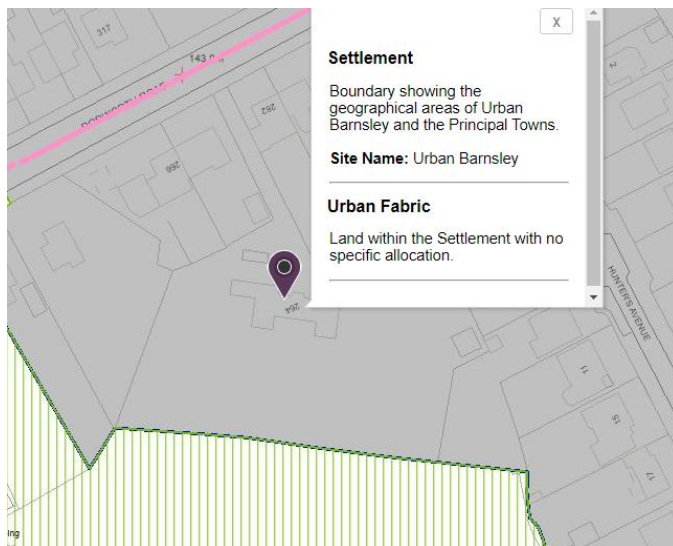
Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires applications/appeals to be determined in accordance with the Statutory Development Plan unless material considerations indicate otherwise.

The Statutory Development Plan includes:-

- Barnsley Local Plan adopted January 2019

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

Local Plan Map:



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

Local Plan Policies

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

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

T4 – New Development and Transport Safety – New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement.

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

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

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

H6 - Housing mix and Efficient Use of Land - Housing proposals will be expected to include a broad mix of house size, type and tenure to help create mixed and balanced communities. Homes must be suitable for

different types of households and be capable of being adapted to meet the changing needs of the population. A density of 40 dwellings per hectare net will be expected in Urban Barnsley and Principal Towns and 30 dwellings per hectare net in the villages.

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

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

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

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

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

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

CL1 – Contaminated and Unstable Land – Where future users or occupiers of a development would be affected by stability issues proposals must be accompanied by a report which shows that investigations have been carried out to work out the nature and extent of the stability issues and the possible effect they may have on the development and its future

users. Dependent on the results of the report, a set of detailed measures should be provided to allow the development to go ahead safely by addressing land stability issues resulting from former coal mining activities.

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

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

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

Supplementary Planning Guidance

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

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

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

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

NPPF

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

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

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

Relevant Chapters Include:

Chapter 5 - Delivering a sufficient supply of homes
Chapter 8 - Promoting healthy and safety communities

Chapter 11 - Making effective use of land
Chapter 12 - Achieving well-designed places
Chapter 14 - Meeting the challenge of climate change, flooding and coastal change
Chapter 15 - Conserving and enhancing the natural environment
Chapter 16 - Conserving and enhancing the historic environment.

6.0 Planning History

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

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

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

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

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

2020/1478 - Erection of 4no dwellings and associated works including upgraded access road (Outline seeking approval of means of access, layout, landscaping and scale) - Refused 09/04/2021

7.0 Assessment

The application represents a resubmission to the previous application 2020/1478 which was refused planning permission earlier in the year. There were 4 reasons for refusal cited in the decision notice, these are summarised as follows;

1. Access on to Dodworth Road / Highway safety
2. Undesirable form of backland development

3. Detrimental impact upon neighbouring properties
4. Adverse impact upon the setting of the host dwelling

The development, as now presented, has seen the overall scale of residential development reduced to that of a single dwelling. It is hoped that in this more rationalised form, with the added access improvements to Dodworth Road, the Local Planning Authority can support what is considered to be a fair and reasonable proposal for a single residential infill development.

The case to be presented is one of acceptance against the policies of the Barnsley local Plan, Supplementary Planning guidance and that of National Planning Policy. In addition to this statement the proposals should be read in conjunction with the submitted technical report relevant Ecology, Highways, Noise, Mining Risk and Trees. On review of this suite of documents it would be hoped that the applicant has presented a fair and balanced case in support of the application which overcomes previous concerns raised by the LPA..

Principle:

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

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

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

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

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

Back land Development:

The site measures approximately 0.44 hectares in area. This is a substantial plot, at present the development equates to a density of 2.2uph. The uplift of an additional unit within the plot would increase the site density to a 4.5uph which represents an extremely modest scale of development but, an improved and more efficient use of land within a very sustainable location.

Reason for refusal no.4 on the 2020/1478 application was as follows:

'In the opinion of the Local Planning Authority the proposal represents an undesirable form of tandem and backland development that would not benefit from the frontage to the existing public highway, nor reflect the prevailing settlement pattern of the area to the detriment of the character of the area. As such the proposal is considered to be of poor design that would fail to improve the character and quality of the area and the way it functions which is contrary to Local Plan Policy GD1, Local Plan Policy D1, the Councils Supplementary Planning Documents (SPD) - designing New Housing development and paragraph 127 of the NPPF'.

Neither the adopted Local Plan or residential SPD preclude back land development, an important fact to the assessment of the development proposals. The adopted SPD actually advises on standards which should be achieved. It is understandable why such guidance is required given the valued contribution that infill/backland development can make to the supply of housing. The main advice given is to avoid Tandem and piecemeal development, it is also advised that developments should ideally be served by an adopted access. The single bungalow would be sited alongside the host dwelling in a 'cul-de-sac' arrangement, the improved access arrangements to Dodworth road would be designed to an adoptable standard and would improve access and legibility to the site. The 'opening up' of the access will create a greater sense of place for the host dwelling within the Street Scene / Dodworth Road.

In response to the reason for refusal then it is not understood how the addition of a single dwelling could be harmful to the established settlement pattern. The modest form and scope of development would not be injurious to local character as it would directly mirror that of the host dwelling. Any perceived harm must also be balanced against significant access / safety / legibility improvements which would be secured by the addition of a new driveway which would benefit occupants and highway users of Dodworth Road alike.

The site is bounded by other residential properties as well as the Green Belt to the south, these characteristics ensure that the proposals would in no way prejudice wider development opportunities. It is not considered that harm to character and quality of the area attributed to the previous proposals could be applied to a single dwelling as is now proposed. The ability to observe spacing standards, provide adequate access and manoeuvring arrangements, (matters to be addressed later) all demonstrate the acceptability of the proposals as a form of infill development.

Policy H9:

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

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

Reason for refusal no.4 on the 2020/1478 application was as follows;

'In the opinion of the Local Planning Authority the proposed development would be contrary to Local Plan Policy H9 'Protection of Existing Larger Dwellings' in that the proposed dwellings would have an adverse impact on the setting of the original dwelling and the size of the remaining garden area'.

The adopted Design of New Housing Development SPD identifies 'larger dwellings' to be those that have four or five bedrooms, or are capable of accommodating four or five bedrooms without significant adaptation.

No.264 Dodworth is a 3 bedroom dwelling and so by the SPD's own criteria its not considered entirely relevant to the assessment of the proposals.

Notwithstanding the above, given the reference made by the LPA in the previous refusal a position against policy H9 needs to be presented. As previously presented the situation is that the host dwelling has no prominence within the street scene with views are limited to that of its private driveway from Dodworth Road. The dwelling, nor its garden is publically visible, as such it does not contribute to the quality of the local amenity or serve a public interest. The host dwelling is of no heritage value being typical to that of the surrounding vernacular. The importance of the dwellings setting is therefore considered to be somewhat subjective, however, to address previous concerns the proposal for a single bungalow should be far more acceptable for the purposes of policy H9.

In terms of acceptance, the proposed bungalow would be sited immediately alongside the host property fully respecting established principles (scale, building lines, access, amenity space etc), high quality trees and landscaping would be retained to the frontage and the scale of the development would complement the setting of the host dwelling by embedding itself successfully into the local environment. As such it is hoped that this modest scale of development can now be viewed as an accepted form of backland development. By virtue of the sites enclosed nature there would not have a discernible impact upon local amenity which serves the public interest.

The proposal would make a more efficient use of what is otherwise underutilised land within a highly accessible location. Whilst the LPA may not consider it material to the applications assessment, to address caring responsibilities it is the intention of the applicant to retain their own

property with family residing close by in the proposed bungalow. This will allow for independent living but with immediate family support on hand.

Reference was made to the loss of garden in the previous reason for refusal. It remains that both the host and proposed bungalows would have large enclosed gardens which would far exceed minimum guidance of the adopted SPD and SYRDG.

The subtext of policy H9 provides the justification for its inclusion within the new Local Plan, it states, that conversions of larger dwellings has; 'resulted in a loss of larger homes and an increase in the number of smaller homes contributing to the imbalance in the housing stock towards smaller homes'. Conversely the proposal would provide well-proportioned accommodation of a type and scale that policy H9 seeks to retain. This would be a positive addition to bungalow housing stock and would not cause any imbalance.

Housing Supply:

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

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

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

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

The principle in land use terms is considered to meet the expectations of the Development Plan. The reduction in scale of the development to a single dwelling should also address the LPA's previous concerns on what was a more ambitious development proposal.

Site Access (Highways)

A strategic objective of the Local Plan is to reduce car dependence across new developments. Locational factors of new development are

fundamental to meeting this aspiration. In terms of the application local circumstances are favourable owing to the proximity to Barnsley town centre, immediate access to bus services on Dodworth Road and major employment uses being within walking distance.

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

Reason for refusal no.1 on the 2020/1478 application was as follows;

'In the opinion of the Local Planning Authority the proposed development would result in the intensification of the use of a vehicular access onto Dodworth Road (A628) which is a main arterial route leading from junction 37 of the M1 into Barnsley. Vehicles attempting to take a right turn out of the development would need to negotiate this busy arterial route with limited opportunity to do so given that heavy flow at peak times results in limited gaps within the flow of traffic to allow vehicles to cross the carriageway. Vehicles making a right turn into the site would result in traffic blocking back toward the signals at the J37 roundabout which would have a significant impact on the free flow of traffic on this highly sensitive part of the highway network to the detriment of road safety. The proposal is therefore contrary to Local Plan Policies T4 'New development and Transport Safety', GD1 'General Development', D1 'High Quality Design and Place Making' and paragraph 108 of the NPPF'

Whilst the scale of the development has been reduced the proposals to improve the access arrangements to no. 264 and 266 Dodworth Road has been revisited. The carriageway would now be widened above that previously suggested, these access arrangements would exceed minimum guidance with SYRDG (para B.1.1.11), the proposals to enhance the existing access would be as follows:

- Carriageway widening at the Site entrance to provide a 5.5m width over the first 10m, including a 5m taper;
- 4m kerb radii;
- A minimum carriageway width of 4.8m;
- 2m wide footway;
- A turning facility suitable to accommodate a fire appliance; and
- Relocation of access of no.266 Dodworth road from the internal access and closure of existing entrance removing requirement for vehicle to reverse out directly onto Dodworth road. .

A revised Transport note has been prepared by Optima Highway Solutions which comprehensively assesses highway considerations. The Report addresses the following:

- Planning History
- Personal injury collision Data
- Proposed Access Arrangements
- Trip Generation Highways and transport characteristics of the locality;
- Servicing
- Right Turning traffic
- Speed survey of Dodworth Road; and
- Traffic survey and Trip generations assessment.

The additional trip generation of the development of a single dwelling would equate to 1 additional peak hour vehicle trip onto Dodworth Road. In no uncertain terms this should be considered negligible and can be accommodated on the strategic highway network even during peak rush-hour traffic.

Time Period	Total Vehicular Traffic Generation (1 dwelling)		
	Arrivals	Departures	Total
AM Peak 08:00-09:00	0	1	1
PM Peak 17:00-18:00	1	0	1

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

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

The primary concern raised by Highways within the reason for refusal relates to right turning vehicles into and out of the access. Traffic surveys have identified that existing residents are not required to wait excessive periods of time to either emerge from driveways or enter during peak times. There is therefore no evidence to suggest that the addition of 1 dwelling generating just 1 two-way trip during the AM and PM peak hours will result in any material highway safety concern, or that any queuing would impact on the strategic operation of J37.

Between junction 37 and Pogmoor Road signalised crossroads there are a total of 73 properties taking direct private access onto Dodworth Road. This includes 32 properties on the southern side and 41 on the northern. In addition to this there are also 21 properties located on Hunters Avenue

(un-adopted) which take access to the east of the site on the southern side of Dodworth Road. The majority of these properties have a single width drive and benefit from no turning arrangements, reversing manoeuvres' onto the classified Dodworth Road is an essential and daily occurrence, the LPA should accept that this represents significant precedent.

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

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

An independent vehicle speed survey has been undertaken to inform the visibility splay. A visibility splay exceeding 2.4m x 44m to both western and eastern directions would be provided in accordance with the SSD calculation contained within Manual for Streets. The 3m wide footway along Dodworth road ensure that visibility is unobstructed and of an appropriate standard to serve the sites circumstances and scale of development.

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

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

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

With regard to servicing and waste management matters the dwellings would be provided with dedicated bin stores within their rear gardens. Bins would be collected on street as is consistent with existing properties on Dodworth Road.

In order to help mitigate any adverse impacts and to help promote sustainable transport modes secure cycle parking spaces would be accommodated within the existing garages which would be retained to serve the host and proposed bungalow. Electric vehicle charging could also be provided for the proposed dwelling and that of no.s 264 and 266 Dodworth Road. This is a matter which could be conditioned by the applicant.

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

In accordance with paragraph 109 of the Framework the proposals would not have a demonstrable impact upon local highway safety, nor would it result in any cumulative impacts which could be considered severe. The requirement of paragraph 109 of the framework and Local Plan policy T4 would be met.

Noise and Amenity

Reason for refusal no.3 on the 2020/1478 application was as follows;

In the opinion of the Local Planning Authority, the proposed development would be materially detrimental to the amenities of the neighbouring properties by reason of disturbance from increased residential and vehicular activity. As such, the proposed development would be contrary to Local Plan Policy GD1 'General Development' and the Council's Supplementary Planning Document 'Design of Housing Development'.

The above reason for refusal was particularly surprising . The LPA had made reference to an application for residential development on the opposite side of Dodworth Road which was refused planning permission and subsequently dismissed at appeal. (ref 2015/0199). Noise disturbance and residential amenity was cited as a reason for refusal, as identified in paragraph 5.12 of the noise survey, in considering the appeal the Inspector noted that;

In the context of the immediate noise environment of Dodworth Road, I conclude that any additional noise and disturbance resulting from the use

of the shared drive by the four houses to the rear would not be material. As such it would not cause undue harm to the living conditions of the existing occupiers at no. 313 and it would not result in unsatisfactory living conditions of the intended occupiers of the replacement dwelling at no. 315. In this regard the proposal would be in conformity with the UDP policies and SPD outlined above.'

In the absence of any objection from Environmental Health, and with the nearby appeal decision as a material consideration, it is not entirely sure on what basis the LPA's concerns were founded upon. Nonetheless, whilst the access remains largely the same, a considerable difference with the current proposals is that the reduction of development to a single dwelling ensures it would not be sited on the boundary to either 262 Dodworth Road or the properties on Hunters Avenue, taken with proposed acoustic mitigation, reduced vehicle movement any concerns should now be addressed.

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

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

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

The assessment undertaken was robust and by a suitably qualified practitioner. Noise levels were monitored from 5 locations across the site to give an accurate portrayal of the sites conditions. It is identified that the ambient noise level is dominated by associated noise from the M1 Motorway. The conclusions reached in section 6 of the report confirm that the ambient noise climate does not pose a constraint to the proposed residential development.

With regard to the access road this is covered in detail across paragraphs 5.09-5.14 of the report. As identified from the Transport Statement traffic movements to and from the site are likely to be infrequent with vehicles approaching at low speed, it would be difficult to substantiate that this would be materially harmful to the amenity of neighbouring occupiers. The noise survey identifies that the background noise level are dominated by the M1 Motorway, due to this elevated nature (of noise) it would not be possible to distinguish any noise arising from vehicles movements associated with 1 additional dwelling at the site. The addition of an acoustic fence along the site entrance boundary is identified as being more than sufficient to screen any associated noise from such vehicle movements.

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

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



Layout, Residential Amenity and Spacing:

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

The substantial size of the existing plot dictates that the LPA's spacing standards would be easily achieved. All existing mature trees to the sites northern (Dodworth Road) and Eastern (Hunters Avenue) boundaries would be retained. The maturity of these trees would add to the setting of the bungalow, in addition to providing genuine screening from private vistas of dwellings which back onto the site.

The dwelling would be sufficiently distanced away such that occupiers of adjacent properties would not be adversely affected in terms of levels of privacy and outlook. The single storey nature of a bungalow means that the dwelling would not be domineering in scale and this is supported by the details shown on the cross section drawing ref: 2020-00114-RS05 B which shows that the eaves height of the bungalow would be located well below that of the properties on Hunters Avenue and retained trees and garaging would also be positioned in the intervening space.

As confirmed within the earlier section of this statement the bungalow would have a large enclosed private rear garden which exceeds any guidance set within the adopted SPD and SYRDG. Likewise the internal arrangements would exceed minimum internal spacing standards that are recommended within the South Yorkshire Residential Design Guide.

Design:

The NPPF requires development to always seek a high quality of design, this is summarised in paragraph 124 which states: " The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of

sustainable development, creates better places in which to live and work and helps make development acceptable to communities".

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

Policy D1 states new development is expected to be of high quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and features of Barnsley. This can be achieved by development responding positively to the character, local distinctiveness and form of its surroundings. New developments should be responsive to their context and be visually attractive as a result of good architecture and appropriate landscaping.

The design and form of the bungalow along with all aspects of the layout, access and landscaping has been carefully considered with respecting the character of the area and environmental quality the upmost priority.

The bungalow has been designed to reflect the characteristics of the host property. It would be constructed from an identical palette of materials and its hipped roof and feature bay window would present a compatible appearance. The retention of mature trees also helps to provide a degree of screening and would embed the dwelling within the local environment.

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

- Development would drive the efficient use of underutilised land within an accessible location in accordance with the Spatial

Strategy of the adopted Local Plan and principles of NPPF chapter 11;

- Bungalow would observe a building line established by no.264 Dodworth Road having a like for like relationship to existing dwellings;
- Retention of mature trees and garaging to the site boundaries would reduce views of the bungalow from neighbouring properties;
- The single storey nature of a Bungalow is subservient and would not have a domineering appearance;
- It is documented that there is an undersupply of bungalows, an accommodation type required to meet the housing needs of an ageing population;
- The bungalow would be setback from Dodworth Road and would not be visible from public vistas;
- Ridge height and overall scale would be lower than neighbouring properties outside of the site boundary;
- The dwelling would far exceed minimum spacing standards to Dodworth Road and Hunters Avenue;
- Existing accesses to Dodworth Road would be improved for both 264 and 266 Dodworth Road properties in terms of visibility and manoeuvring arrangements;
- The removal of any requirement for vehicles to reverse out onto Dodworth Road is a significant safety benefit;
- Parking would be integrated and manoeuvring of vehicles with the site is easily accommodated within the layout through the provision of a dedicated turning head;
- The proposals can be accommodated without the loss of any significant trees of amenity value;
- Development would not increase surface water run-off or contribute to any local drainage issues;
- Development would not have an adverse impact on any recognised heritage assets;

- Bio-diversity net gain can be achieved through habitat creation and sensitive landscaping;
- Materials and form of the dwellings can be assessed by the LPA as part of Reserved Matters to ensure that the development respects the local vernacular.

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

Drainage:

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

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

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

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

Trees & Ecology :

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

A total of 11 trees are required for removal which is a reduction to that previously considered. These trees requiring removal are category C and are not of a significant amenity value. Their loss would not result in any significant impact upon local amenity and as such can be adequately compensated for by replacement planting. The removal of trees would take place outside of the bird nesting season to ensure minimal ecological impact.

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

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

Ground Stability:

A coal mining Risk Assessment has been prepared by Lyons CMC. The desktop assessment has identified that the site maybe at risk to shallow coal mining works. The host property and grounds exhibit no signs of any subsidence to suggest that land stability issues exist. The assessment undertaken to date is considered proportional to meet the tests of NPPF

paragraphs 178-179. It is within the gift of the LPA, aided though consultation with relevant authorities to apply planning conditions relevant to this.

8.0 Conclusion

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

The statement has addressed the key issues identified within the LPA's assessment and subsequent refusal of application 2020/1478. The proposals presented are a considerable reduction to the scale of residential development as previously proposed. The addition of a single bungalow at the site can be accommodated discreetly without giving rise to any amenity or environmental or safety issues.

To address previous refusal on Highway grounds:

The highways statement demonstrates that vehicle associated vehicle movement from the development would not be significant. A safe and convenient access can be achieved which would be designed to all recognised technical guidance. The proposed access would represent a significant improvement on the existing arrangements to nos 264 and 266 Dodworth Road. The proposed improvements to the access and relocation of the existing driveway provides material and meaningful benefits, which far outweigh the impact of just 1 vehicle peak hour trip.

To address previous refusal on back land development:

The proposal represents a substantial reduction in scale of residential development. Both the host and proposed bungalows would be sited in generously well proportioned gardens with a significant separation distance achieved to existing dwellings. The retention of mature trees, existing garaging and further landscaping all serve to mitigate any perceived impact helping the bungalow to successfully assimilate into the local environment. Access improvements to the Dodworth road will improve legibility and the setting of no.264 to the Highway.

To address the previous refusal on noise and disturbance;

The reduction in scale of development to a single bungalow significantly reduces the level of activity at the site. The bungalow would not back onto the rear boundary of any neighbouring properties and existing mature planting to these boundaries would now be retained. The assessment of residential amenity has identified that the development would not give rise to any disturbance or nuisance factors to neighbouring properties. Noise levels from the development would not be discernible above the background ambient noise associated with the M1 Motorways and Dodworth Road. The provision of acoustic fencing along the sites entrance is more than sufficient to safeguard the amenity of neighbouring residents.

To address previous refusal on against policy H9 :

The statement has identified that the host dwelling has no prominence within the street scene so its setting is not of local importance, the development follows the principles established by the host dwelling (scale, building lines, access, amenity space etc) which is an established form of backland development. The host dwelling, along with proposed bungalow would sit within generous plots and provide a welcome

addition to local housing supply. The layout and scale of the development would ensure that the proposed bungalow would marry successfully with the surrounding housing stock.

To Summarise:

The statement has present a balanced and robust case in support of the development. It has identified that the applicant has shown substantial willing to address the LPA's previous concerns with development at the site. The betterment which can be achieved to the access arrangements onto Dodworth Road should weigh heavily in the planning balance, whereby a Bungalow can be accommodated at the site with no material harm occurring.

The development would adhere to national planning guidance on driving the efficient use of land as well as the objectives of the spatial Strategy of Barnsley's Local Plan which promotes housing development within the Urban Fabric of Urban Barnsley.

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

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

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

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

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

The proposals clearly demonstrate that the site can be sensitively developed to accommodate a single detached bungalow comparable to the general layout and character of the nearby housing stock without resulting in a loss of amenity, thus in compliance with policies GD1 and D1 of the Local Plan .

The accommodation would add to the supply of housing within the locality adding to the supply of bungalows which are in high demand but short supply.

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