For and on behalf of
Ms L. Edwards

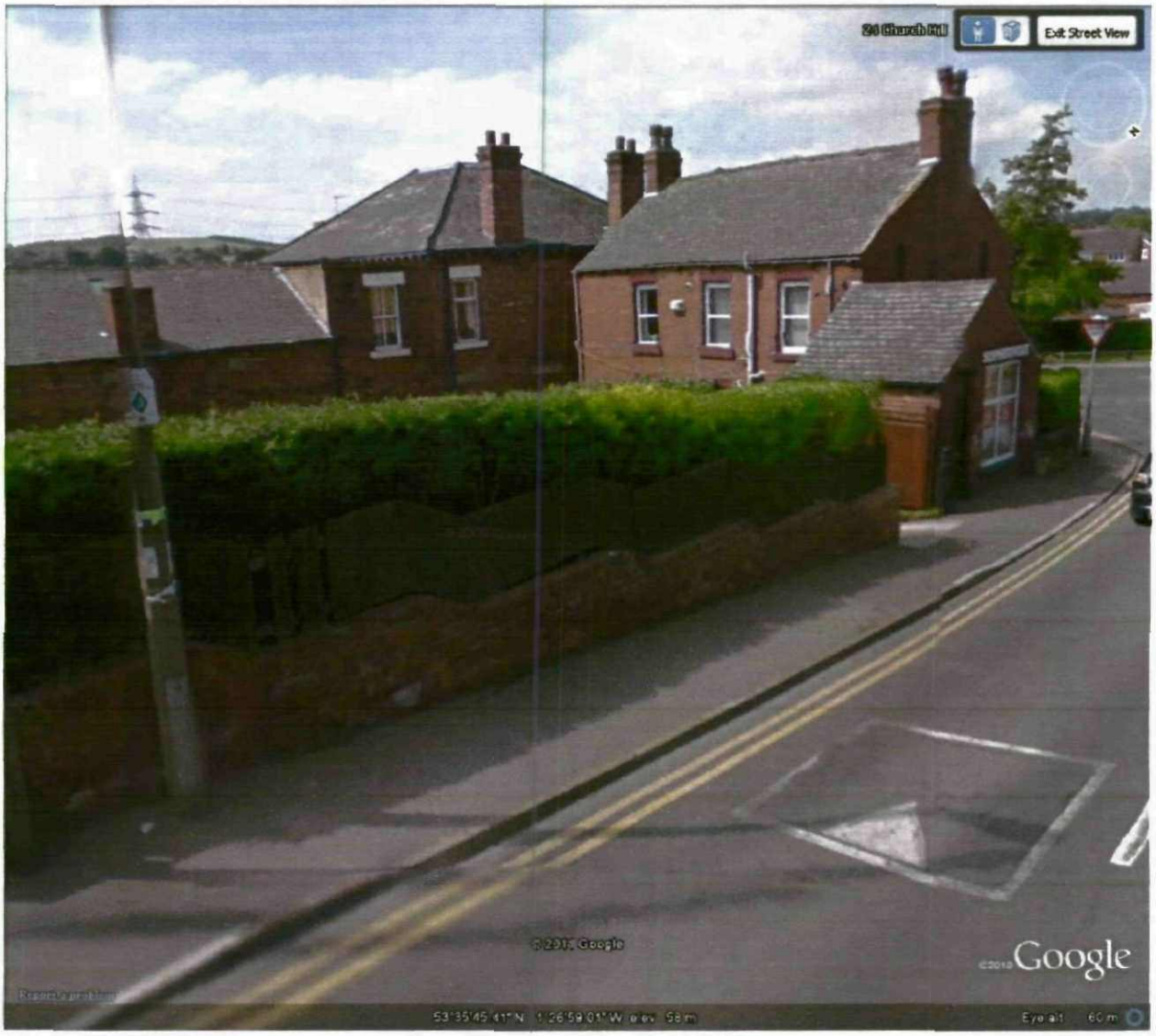
PLANNING, DESIGN AND ACCESS STATEMENT

Land adjoining 1 Church Hill Royston, Barnsley

Prepared by
AA2L Ltd

September 2011

Photograph 1– View of the site from Church Hill



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APPENDIX A – PRE APPLICATION CONSULTATIONS

1.0 Introduction

1.1 This Planning, Design and Access statement has been prepared by AA2L Ltd on behalf Ms L. Edwards in support of the planning application for residential development on land adjoining 1 Church Hill Royston, Barnsley.

1.2 The statement has been written in accordance with Government Circular 01/2006 – Section 3 Design and Access statements which came into force on the 10th August 2006.

1.3 The proposed development is for erection of a two storey dwelling

1.4 Prior to the submission of this planning application pre-application discussion was undertaken to discuss the proposal and the submitted supporting documents are intended to address any matters raised through this discussion.

1.5 This statement has been subdivided into various components beginning with the site description providing a context of the proposal in the wider surrounding area.

1.6 A description of the proposed scheme will then be presented within the design and access sections of this statement.

1.7 In evaluating the approach that has been taken for this particular proposal the design principles and concepts that have been applied to the type, amount, layout, scale and appearance of the scheme will be explained and means of access will be detailed.

1.8 The planning policy context in relation to relevant national and local planning policy will then be assessed and appropriate conclusions will be drawn.

2.0 Site Description

Site Context

2.1 The site is to the south east of the centre of Royston and is approximately 0.043 hectares in size.

2.2 Access to the site is via Church Hill



Photograph 2– Aerial photograph of the proposed development site and surrounding context

2.3 The site is currently used as a large garden with detached garage subject to demolition. To the east is a detached house. The south elevation forms part of the curtilage of the Public House.

2.4 The site slopes downwards from north to south and is well defined by established boundary treatment to the east and north in the form of a mature hedge and brick wall

Planning History

2.5 We are not aware of any previous planning application of relevance to this application as follows:

Development proposal

2.6 The proposed development is for a two storey dwelling house and associated garden area served off a new access from Church Hill. The existing access will serve the donor property.

2.7 The design and access sections of this statement will provide further assessment of the design, layout and access arrangements relating to the proposal.

2.8 The site is sustainably located and well served by public transport with a frequent bus service running from a bus stop within walking distance of the site

2.9 In terms of the proximity of the site to services and amenities, the site is within 800m of essential everyday facilities including a public house, garage and shops.

2.10 These distances, coupled with the availability of bus services secure this as a sustainable location.

3.0 Design Statement

3.1 This section of the report has been written in accordance with Government Circular 01/2006 – Section 3 Design and Access Statements which came into force on the 10th August 2006.

3.2 The statement will identify the approach that has been used in relation to design. In particular the following aspects of the development will be considered:

- Type of development
- Amount of the development
- Layout of the development
- Scale of the development
- Provision of landscaping
- Appearance of the development

3.3 The scheme has evolved following pre-application discussion with the planning officer, Rachael Pell and highways officer, Sheridan Pashley (Refer to Appendix A)

Type of Development

3.4 The scheme is within a housing policy area where residential development is considered to be an acceptable land use.

3.5 The accommodation proposed within the dwelling includes lounge, kitchen, dining, WC, cinema room on the ground floor. The first floor accommodation comprises of 3 bedrooms, 1 of which has an en-suite facility and a house bathroom.

3.6 The proposal will comply with a range of building regulation requirements relating to the internal design of the buildings.

3.7 The proposed development will provide a type of residential accommodation which has been successful and is in keeping with the area.

Amount

3.8 The proposed development is sited within a large plot of land which enables the proposed property to sit appropriately within the site and it is considered that the level of proposed development is commensurate with that established in the surrounding area.

3.9 PPS3 (Para. 46) states that there is no upward limit upon the amount of development on a particular site unless local density policies are in place. It is considered that the design of the proposed dwelling represents efficient use of the site.

Layout

3.10 The layout, siting and orientation of the built form has been driven by the desire to respect the existing built form and the outlook of neighbouring dwellings. The proposed development seeks to make efficient use of the site.

3.11 The layout in its current form has considered design matters including:

- Impact on the outlook from 1 Church Hill
- surveillance of access points to and from the property
- ensuring suitable levels of light and privacy for potential occupiers

3.12 The layout submitted with the proposal illustrates that the built form has been carefully sited to maintain highways safety and ensure that the residential amenity of future and existing occupants is appropriate in terms of overlooking, levels of light and privacy.

3.13 The internal layout also ensures that the privacy of neighbouring amenity is protected through avoiding locating habitable room windows on the western elevation of the proposed dwelling.

3.14 The orientation of the proposed dwelling ensures that there are no main facing or secondary windows overlooking adjacent existing properties. It is considered therefore that there is good physical relationship between the proposed buildings on the site and the existing development to the west and the east

3.15 The layout of the driveway to the side of the built form will enable two off street parking spaces .

Scale

3.16 The scale of the development refers to the height, width and length of buildings in relation to the surroundings.

3.17 The proposed development consists of a rectangular two storey dwelling house .The inclusion of a walk in bay projecting element adds interest to the street elevation as does the addition of stone cills and a projecting stone kneeler.

3.18 The impact of the building height and scale will be limited when viewed from the Church Hill by virtue of the dwelling being set at a lower level than the foot path in keeping with the properties to the east and west of the site

Provision of Landscaping

3.19 The existing landscaping will provide screening to the proposed development to the east will be enhanced by additional soft landscaping.

3.20 The driveway area will be landscaped with sustainable materials to differentiate the curtilage of the dwelling from the private access road and provide suitable drainage through the site.

Appearance of the Development

3.21 The overall scale and massing of the building has been developed from the architect's assessment of the surrounding context. The materials proposed for the construction of the dwelling will be of a high quality including roof tiles and facing brick for the main elevations

3.22 By virtue of the topography of the site and the scale of the development, the proposed scheme will have a very limited impact on the surrounding area.

4.0 Access Statement

Introduction

4.1 The statement will briefly outline the approach that has been used in relation to access.

4.2 It is not within the remit of an access statement to include an appraisal of the internal aspects of individual buildings as this is covered by Part 'M' of the Building Regulations (paragraph 100, Circular 1/2006).

4.3 The proposal will comply with a range of building regulation requirements relating to the internal design of the buildings. This together with the overall design and layout of the site will ensure that the development can be accessed by all users.

Accessibility of the Site

4.4 The vehicular access to the development site will be taken from the newly created private driveway leading from Church Hill.

4.5 This access point allows sufficient space for safe manoeuvring of vehicles into and out of the site with a suitable line of forward vision to enable drives to see residents access the other properties served by the private driveway.

4.6 This access point also enables level pedestrian and cycle access to the site and it is anticipated that the ground surface material will clearly demarcate the boundary between the site and the shared access area..

4.7 The site provides easy access to the public transport. Therefore residents and visitors to the site will be able to access the development by means other than the private motor vehicle.

Parking

4.8 There will be 2 parking spaces created. The level of parking provision is considered to be appropriate to the scale of development and it is not considered that it would lead to a demonstrable increase in traffic onto Church Hill (In accordance with Highways consultation - 21/1/2011) to the detriment of highway safety.

4.9 Access from the parking area to the proposed dwelling will be clearly indicated through appropriate surface materials.

5.0 Planning Policy Guidance

5.1 Supporting this current application is a range of planning policies. The relevant elements of policy advice are highlighted within this report.

National Planning Guidance

PPS 1 – Delivering Sustainable Development

5.2 PPS1 advises at paragraph 2 that:

> *"Good planning is a positive and pro-active process operating the public interest through a system of plan preparation and control over development and use of land".*

5.3 PPS1 also sets out the requirement that development schemes are to be judged against their neighbouring buildings and the local area more generally (Paragraph 38). This states that authorities should not attempt to impose particular styles or tastes but that it should promote local distinctiveness particularly where this is backed up by clear plan policies or supplementary documents on design.

5.4 The plans submitted alongside this application and the information in sections 3 and 4 above, clearly set out the approach that has been taken to the design of the scheme.

PPS 3 – Housing

5.5 A revised version of PPS3 was published in June 2010 and amended two elements of the previous guidance in reference to density and the definition of previously developed land (annex B).

5.6 This guidance removes private residential gardens from the definition of previously developed land and as such there is no longer a specific presumption in favour of developing such sites. The guidance does not preclude development on such sites but suggests that brownfield sites should be prioritised where possible.

5.7 As noted in the Barnsley Core Strategy in reference to housing trajectories (appendix 2 of that document), the district failed to deliver the 1228 units required in the 2009 housing supply. The lack of a five year supply is also supported in evidence submitted to the Council by DLP Planning Ltd during consultation on the Preferred Option Core Strategy and revised PAN30 documents.

5.8 Royston is a desirable location and availability of brownfield development sites is very limited.

5.9 The thrust of guidance in PPS3 is to ensure the delivery of housing. The development of the site is considered to make efficient use of this land which is otherwise functioning as underused garden

5.10 In order to achieve the Government's housing policy goal, the planning system should deliver the following specific outcomes (paragraph 10) including:

- *High quality housing that is well designed and built to a high standard;*
- *A sufficient quantity of housing taking into account need and demand and seeking to improve choice.*
- *Housing developments in suitable locations, which offer a good range of community facilities and with good access to jobs, key services and infrastructure.*
- *A flexible, responsive supply of land – managed in a way that makes efficient and effective use of land, including the re-use of previously developed land, where appropriate.*

5.11 It is considered that the proposed development will provide quality accommodation that will contribute towards the overall supply of quality accommodation both locally and within the wider Barnsley area.

PPG13 – Transport

5.12 PPG13 sets out the Government's advice in respect to transportation issues and has been amended by the publication of PPS3 which cancelled the advice in paragraphs 12 – 17 of PPG13 which largely re-iterated guidance advocated within PPG3.

5.13 The application site being located within close proximity to regular bus services and being within walking distance of local facilities must be considered to be a sustainable location with a mode of transport other than the private car readily available. The availability of these amenities is set out in detail under section 2 of this Statement.

Barnsley Unitary Development Plan

5.14 The Barnsley Unitary Development Plan (UDP) identifies that the application site within a housing policy area within Royston

5.15 Policy H8D indicates that infill or backland development 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.

5.16 As set out in section 2, the proposal site is heavily screened from the east and will form valuable contribution to the street scene

5.17 The proposed development has been sited and orientated to avoid detrimental impact on light or outlook to the existing occupiers and future residents of both dwellings and it considered that by virtue of this communicative action and design of details down to the placement of window openings and other such features, the proposals are in accordance with the objectives of this policy.

5.18 Policy T2 sets out that development will only be allowed if the additional demand for travel generated can be accommodated on the highway network with detriment to highway safety or ease of movement of vehicles and pedestrians.

5.19 As set out in section 4, the level of additional vehicle movements created by the development will not have a demonstrable impact on the main highway network through the area

SPG3 – Infill residential development

5.20 This guidance is intended to supplement policy H8D of the UDP and PPG3, in this respect it has been superseded by national policy in PPS3.

5.21 The guidance largely reiterates that contained within the UDP and emphasises the importance of providing high quality developments, with suitable levels of amenity and appropriate access.

5.22 Section 3 of this statement considers these matters in further detail and finds the proposals to be appropriate and acceptable in relation to existing residential development. This is reinforced as the dwelling represents development on a defined greenfield plot of land rather than garden land or such like, which may be located directly to the rear of existing dwellings and therefore offer much greater opportunities for overlooking and loss of privacy.

PAN30 – Sustainable Location of Housing

5.23 This planning advisory note relates to decisions on the appropriate location of new housing development and is currently subject to revision with consultation on the revised PAN30 having recently closed.

5.24 The threshold for application of the sequential approach to housing development, as advocated in this document is on sites of 0.4ha and above and as such this guidance is not applicable to this application.

Barnsley Local Development Framework

5.25 As the Local Planning Authority move towards the preparation of the Local Development Framework which will eventually replace the Local Plan as part of the Development Plan under the terms of Section 38(6) of the 2004 Act, a number of Papers have been produced as part of this process.

5.26 The preparation of the Barnsley LDF is in its infancy. The submission version of the Core Strategy was due to be sent to the Planning Inspectorate in early summer 2010, however this is still pending and no date has been formalised for the Examination in Public.

5.27 A preferred options version of the City Sites Policies and Proposals Maps was published in 2005, however this is currently under revision prior to the publication of the revised preferred options documents.

5.28 Given the timetable for final adoption, little weight can be currently afforded to the emerging LDF.

6.0 Conclusion

6.1 It has been shown through assessment of those requisite elements of national and local policy guidance that the development proposals are in accordance with the prevailing Development Plan guidance and national planning policy including the recently revised PPS3. .

6.2 The proposed development has been designed to make efficient use of the development site and provide a form of accommodation which is both desirable and in keeping with the high quality character of dwellings within Royston.

6.3 The impact of the development on adjoining properties would be limited as a result of the screening to the boundaries of the site and the proposed plans are considered to represent an attractive and high quality development

6.4 In light of the above and the fact that it has been demonstrated that the proposal complies with relevant planning policy guidance, it is hoped that in the light of this the Council would approve the application.

APPENDIX A

DEVELOPMENT DIRECTORATE

Highways, Engineering & Waste Management

BARNSLEY
Metropolitan Borough Council

To:	Assistant Director: Planning & Transportation Rachael Pell				
My Ref:	Pre-application enquiry	**Your Ref:**			
Date:	21st January 2011	**Enquiries to:**	Sheridan Pashley	**Ext:**	2175

Subject: **Erection of dwelling, access and parking.**
Land adjacent no.1 Church Hill, Royston, Barnsley.

I refer to your pre-application consultation regarding the above.

Highway objections to a planning application would not be raised subject to the usual conditions: i.e.

All on-site vehicular areas shall be hard surfaced and in drained in an approved manner prior to the development being brought into use, to prevent mud/debris being deposited on the public highway, to the detriment of road safety.

Pedestrian intervisibility splays, having the dimensions 2m x 2m, shall be safeguarded at the drive entrance/exit such that there is no obstruction to visibility at a height exceeding 600mm above the nearside channel level of the adjacent highway, in the interest of road safety. ***In order to achieve this, the proposed building would need to be set further back from the highway. This would bring the proposed building into line with the existing building line for other properties.***

The parking/manoeuvring facilities, indicated on the submitted plan, shall be provided prior to the development being brought into use, and shall be retained for that sole purpose at all times, in the interest of road safety.

All surface water run-off shall be collected and disposed of within the site and shall not be allowed to be discharged onto the public highway, in the interest of road safety.

Vehicular and pedestrian gradients within the site shall not exceed 1 in 12 to ensure safe and adequate access.

It would also be appreciated if you would include an advisory note to the effect that the developer must contact Mr S Gibbons – Highways & Engineering prior to any works commencing on-site, to gain all the necessary technical and legal approvals relating to the creation/alteration/reinstatement* of vehicular accesses to the highway.

For and on behalf of
Assistant Director: Highways, Engineering & Waste Management.

Andrew Bailey

From: "Pell , Rachael" <RachaelPell@barnsley.gov.uk>
To: "'Andrew Bailey'" <aa2larchitects@btconnect.com>
Sent: 17 January 2011 16:33
Subject: RE: 1 Church Hill Royston

Andrew

The proposal looks fine in terms of separation distances and the impact on residential amenity; the plans are with the highways at the moment as they have concerns regarding the access and location close to the existing traffic calming measures, as soon as I have a response from highways I will let you now. The important part now is to ensure that the dwelling is acceptable in design terms as well as residential.

Rachael Pell

Planning Officer
Development Management
Tel: 01226 775752

01226 772591

rachaelpell@barnsley.gov.uk

From: Andrew Bailey [mailto:aa2larchitects@btconnect.com]
Sent: 17 January 2011 10:06
To: Pell , Rachael
Subject: Re: 1 Church Hill Royston

Rachael

Any news on this pre app?

Andrew B

----- Original Message -----
From: Pell , Rachael
To: 'Andrew Bailey'
Sent: Friday, December 24, 2010 8:41 AM
Subject: FW: 1 Church Hill Royston

Andrew

Please accept my apologies for not replying sooner, the wonderful weather had an impact on my workload with missed visits and trees keep hitting the floor, which meant more days off!!

As you are aware we are closed for the Christmas period and return to the office on 4th January 2011, as there are applications which expire in this period, they have had to take priority and unfortunately I have not had the opportunity to have a look at your request.

I will have a look at the proposal in the New Year; I hope this is acceptable for you.

Once again I do apologise and I wish you a very Merry Christmas and a Happy New Year

Regards,