DESIGN AND ACCESS STATEMENT TO ACCOMPANY PLANNING APPLICATION FOR A DETACHED DWELLING ON LAND TO THE SIDE OF 15 DEANS WAY, MONK BRETTON

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

Physical context, information about:

1. Surrounding

- **Uses** – the site is located within the settlement of Monk Bretton. The site is within the development limit and set within an area of mainly residential development. The adjacent buildings to the north, south, east and west are residential in character.

- **Buildings/character** – the adjacent buildings are two storey in height and feature terraced, semi-detached and detached properties. There is a multiplicity of designs within the area. The character of the area is of development, mainly set back from the adjacent highways.

- **Spaces** – the area displays properties of older and modern design featuring a variety of house types. Properties feature front amenity areas and rear amenity areas.

- **Access Routes** – Deans Way, leading to Long Causeway, Burton Road and A633.

- **Access to Local Services/Transportation** – public transport bus routes run along Burton Street linking Monk Bretton to Barnsley. There are excellent road links to Barnsley, Rotherham and Sheffield which are major centres of population and employment.

- **Special Designation** – the application site is not within a Conservation Area.

2. Site

- **Use** – the application site has a residential garden use.

- **Buildings/Character** – the site contains one single storey building used as a garage.

- **Spaces Within the Site** – the application site features a mature amenity area.

- **Access Through the Site** – there is no access through the site with vehicle and pedestrian access being via from Deans Way

- **Natural Features** – there are mature garden areas within the plot. There are no water features.

- **Topography/Gradients** – the site slopes up from the front to the rear.

- **Special Designation** – *the application site is not within a Conservation Area.*

3. The site is not within the cartilage of a listed building.

4. Social Context

The site is used currently as a private garden area to the dwellings 13 and15 Deans Way. There is a garage which serves 13 Deans Way. The future use of the site will be residential and there are no implications for the loss of an existing use. There is no potential overlooking/overshadowing issue with the proposal in relation to adjoining development because of the location of the proposal and its design. Elevational treatment will ensure that the scheme will fit harmoniously into its surroundings. This will be covered in more depth later in this statement.

The proposal is for a new dwelling within this urban setting and as all local services are insitu the proposal will not put an additional strain on them.

5. Economic Context

The new development would be likely to give a stimulus to existing business operations in the area through the development/construction process. The proposals will increase the amount of housing choice within Monk Bretton thus making the area more attractive to potential investors.

6. Planning Policies

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

(a) National Planning Policy

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

"33: Good design ensures attractive, usable, durable and adaptable places and is a key element in achieving sustainable development. Good design is indivisible from good planning.

34: Planning Authorities should plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider development schemes. Good design should contribute positively to making places better for people. Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character of the area and the way it functions, should not be accepted."

The scheme has been designed to take account of advice contained within paragraphs 14, 15 and 16 to PPS 1 which state:

Planning for sustainable development:

Social cohesion and inclusion

14. *The Government is committed to developing strong, vibrant and sustainable communities and to promoting community cohesion in both urban and rural areas. This means meeting the diverse needs of all people in existing and future communities, promoting personal well-being, social cohesion and inclusion and creating equal opportunity for all citizens.*

15. *Regeneration of the built environment alone cannot deal with poverty, inequality and social exclusion. These issues can only be addressed through the better integration of all strategies and programmes, partnership working and effective community involvement.*

16. *Development plans should promote development that creates socially inclusive communities, including suitable mixes of housing. Plan policies should:*

    - *ensure the impact of development on the social fabric of communities is considered and taken into account*
    - *seek to reduce social inequalities*
    - *address accessibility (both in terms of location and physical access) for all members of the community to jobs, health, housing, education, shops, leisure and community facilities*
    - *take into account the needs of all the community, including particular requirements relating to age, sex, ethnic background, disability or income*
    - *deliver safe, healthy and attractive places to live; and*
    - *support the promotion of health and well being by making provision for physical activity*

The scheme has been designed to take account of advice contained in PPS 3 paragraphs 9, 10, 16, 20, 26, 36 and 40 which state:

Strategic housing policy objectives:

9. *The Government's key housing policy goal is to ensure everyone has the opportunity of living in a decent home, which they can afford, in a community where they want to live. To achieve this, the Government is seeking:*

    - *to achieve a wide choice of high quality homes, both affordable and market housing, to address the requirements of the community*
    - *to widen opportunities for home ownership and ensure high quality housing for those who cannot afford market housing, in particular those who are vulnerable or in need*
    - *to improve affordability access the housing market, including by increasing the supply of housing*
    - *to crate sustainable, inclusive, mixed communities in all areas, both urban and rural*

Planning for housing policy objectives:

10. *These housing policy objectives provide the context for planning for housing through development plans and planning decisions. The specific outcomes that the planning system should deliver are:*

    - *high quality housing that is well designed and built to a high standard*
    - *a mix of housing, both market and affordable, particularly in terms of tenure and price, to support a wide variety of households in all areas, both urban and rural*
    - *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 reuse of previously developed land, where appropriate*

16. *Matters to consider when assessing design quality include the extent to which the proposed development:*

    - *is easily accessible and well connected to public transport and community facilities and services, and is well laid out so that all the space is used efficiently, is safe, accessible and user friendly*
    - *provides, or enables good access to, community and green and open amenity and recreational space (including play space) as well as private outdoor space such as residential gardens, patios and balconies*
    - *is well integrated with, and complements, the neighbouring buildings and the local area more generally in terms of scale, density, layout and access*
    - *facilitates the efficient use of resources, during construction and in use, and seeks to adapt to and reduce the impact of, and on, client change*
    - *takes a design led approach to the provision of car parking space that is well-integrated with a high quality public realm and streets that are pedestrian, cycle and vehicle friendly*
    - *creates, or enhances, a distinctive character that relates well to the surroundings and supports a sense of local pride and civic identity*
    - *provides for the retention or re-establishment of the biodiversity within residential environments*

Achieving a mix of housing

20. *Key characteristics of a mixed community are a variety of housing, particularly in terms of tenure and price and a mix of different households such as families with children, single person households and older people.*

26. *Local Planning Authorities should plan for the full range of market housing. In particular, they should take account of the need to deliver low-cost market housing as part of the housing mix.*

Provide housing in suitable locations
Identifying suitable locations for housing development

36. *In support of its objective of creating mixed and sustainable communities, the Government's policy is to ensure housing is developed in suitable locations which offer a range of community facilities and with good access to jobs, key services and infrastructure. This should be achieved by making effective use of land, existing infrastructure and available public and private investment, and include consideration of the opportunity for housing provision on surplus public sector land (including land owned by Central Government and its bodies or Local Authorities) to create mixed use developments. The priority for development should be previously developed land, in particular vacant and derelict sites and buildings.*

Effective use of land

40. *A key objective is that Local Planning Authorities should continue to make effective use of land by reusing land that has been previously developed.*

(b) Local Planning Policy

The scheme has been designed to take account of Policies H6 and T2 of the Unitary Development Plan which state:

H 6 PROPOSALS FOR RESIDENTIAL DEVELOPING, INCLUDING THOSE FOR THE RENEWAL OF A PREVIOUS PLANNING PERMISSION, SHOULD:

(a) BE LOCATED WITHIN OR FORM AN EXTENSION TO AN EXISTING SETTLEMENT OR URBAN AREA; AND

(b) COMPRISE THE REUSE OF PREVIOUSLY DEVELOPED LAND OR THE CONVERSION OF AN EXISTING BUILDING; OR

(c) CONSTITUTE INFILL WITHIN AN EXISTING SETTLEMENT OR URBAN AREA, SUBJECT TO THE NEED TO PROJECT URBAN GREENSPACE IN ACCORDANCE WITH POLICY L3

IN ALL CASES PROPOSALS SHOULD:

(i) BE COMPATIBLE WITH THE SETTLEMENT'S SIZE, CHARACTER, LOCATION, SETTING AND AMENITIES; AND

(ii) CONFORM WITH POLICIES IN THE PLAN WHICH SAFEGUARD LAND FOR OTHER PURPOSES; AND

(iii) BE IN ACCORDANCE WITH TRANSPORT POLICIES RELATING TO NEW DEVELOPMENT. PARTICULARLY POLICY T2, IN TAKING PROPER ACCOUNT OF TRANSPORT AND LAND USE RELATIONSHIPS; AND

(iv) NOT EXCEED THE CAPACITY OF EXISTING OR COMMITTED INFRASTRUCTURE AND COMMUNITY FACILITIES AND SERVICES; AND

(v) PROVIDE A HIGH STANDARD OF HOUSING ENVIRONMENT AND BUILDING DESIGN.

IN ALL CASES SUBJECT TO LOCAL PLANNING, TRANSPORT AND ENVIRONMENTAL CONSIDERATIONS.

Policy T2

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

(i) WHERE IT CAN BE SERVED ADEQUATELY BY PUBLIC TRANSPORT SERVICES. SITES WITHIN CONVENIENT WALKING DISTANCE OF RAILWAY STATIONS OR OTHER LOCAL POINTS IN THE PUBLIC TRANSPORT NETWORK WILL BE ENCOURAGED

(ii) WHERE THE TRAFFIC GENERATED CAN BE ADEQUATELY ACCOMMODATED BY EXISTING HIGHWAYS AND WILL NOT CREATE OR UNACCEPTABLY ADD TO PROBLEMS OF SAFETY, ENVIRONMENT OR EFFICIENCY ON THE HIGHWAY NETWORK

(iii) WHERE, IN THE CASE OF INDUSTRIAL AND WAREHOUSE DEVELOPMENT, IT IS CONVENIENT WITH RESPECT TO THE STRATEGIC HIGHWAY NETWORK AND LOCAL COMMUNITIES. COMPANIES LOCATING NEAR TO THE EUROPORT RAIL FREIGHT TERMINAL WILL BE ENCOURAGED TO MAKE USE OF RAIL OR WATERWAY FOR THE CARRIAGE OF FREIGHT

(iv) WHERE, IN THE CASE OF RESIDENTIAL DEVELOPMENT, IT IS WITHIN CONVENIENT WALKING DISTANCE OF LOCAL FACILITIES AND WILL NOT CREATE ACCESSIBILITY PROBLEMS TO WORK OR OTHER FACILITIES

IN ORDER TO ENSURE SUSTAINABLE DEVELOPMENT IN ACCORDANCE WITH THE FOLLOWING CRITERIA:

(v) WHERE IT CAN BE SERVED ADEQUATELY BY PUBLIC TRANSPORT SERVICES. SITES WITHIN CONVENIENT WALKING DISTANCE OF RAILWAY STATIONS OR OTHER FOCAL POINTS IN THE PUBLIC TRANSPORT NETWORK WILL BE ENCOURAGED

(vi) WHERE THE TRAFFIC GENERATED CAN BE ADEQUATELY ACCOMMODATED BY EXISTING HIGHWAYS AND WILL NOT CREATE OR UNACCEPTABLY ADD TO PROBLEMS OF SAFETY, ENVIRONMENT OR EFFICIENCY ON THE HIGHWAY NETWORK

(vii) WHERE, IN THE CASE OF INDUSTRIAL AND WAREHOUSE DEVELOPMENT, IT IS CONVENIENT WITH RESPECT TO THE STRATEGIC HIGHWAY AND LOCAL COMMUNITIES. COMPANIES LOCATED NEAR TO THE EUROPORT RAIL FREIGHT TERMINAL WILL BE ENCOURAGED TO MAKE USE OF RAIL OR WATERWAY FOR THE CARRIAGE OF FREIGHT

(viii) WHERE, IN THE CASE OF RESIDENTIAL DEVELOPMENT, IT IS WITHIN CONVENIENT WALKING DISTANCE OF LOCAL FACILITIES AND WILL NOT CREATE ACCESSIBILITY PROBLEMS TO WORK OR OTHER FACILITIES

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

It is understood that the applicant has discussed the proposal formally with the occupiers of adjacent properties. There have been pre-application discussions with officers of the Council.

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

(a) Evaluation of Comments

Discussions have been held with neighbours the following points were considered in the design process. The site is located in the urban settlement of Monk Bretton and within its development limits as defined within the Unitary Development Plan. The scheme has been designed to have due regard for existing development adjacent to the site. Careful attention has been paid to the siting and external design of the proposal to eliminate overlook and overshadowing issues. These are discussed in detail later within this statement.

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

There are no constraints on development from a physical/social/economic context because of the following. The site is located within the development limits for the settlement of Monk Bretton. The area is predominantly characterised by residential use. This part of Monk Bretton is a long established area featuring 19th century development and 20th century development. The proposal is to construct a dwelling that would be well designed and fit comfortably within the framework of the surrounding area.

The site is located within a built-up area with excellent links to public transport routes running through the settlement. The settlement has a good range of community facilities within easy reach. It makes economic sense to develop within existing built-up areas as this maximises the availability of existing services and facilities. It is considered the proposal is supported by the trust of Government policy with regard to the development of sustainable sites on

previously developed land as stated within PPS 1 and PPS 3 as quoted earlier in this statement.

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

(c) Constraints from relevant policies

Local planning policy H6 contains requirements specific to the proposed development. The site is an infill opportunity within the development limits of Monk Bretton relating to the construction of a new dwelling on a previously developed site. The proposal would be compatible with the settlement's size, character, location, setting and amenities.

Local planning policy T2 relating to highway issues contains requirements specific to the proposed development. The access arrangements and parking proposals are considered to comply with the constraints of highway safety contained within policy T2.

Design Ethos of the Scheme Relation to:

(i) **Use** – the proposal will not impact on surrounding land uses in a detrimental manner because of the separation distances achieved and the elevational treatments proposed. The predominant surrounding land use is residential which is complimentary to the proposal.

(ii) **Amount** – the proposal is for one dwelling with private amenity space and parking facilities. The size of the plot is reflected in other developments in Monk Bretton. An acceptable amount of amenity space would remain to serve both 13 and 15 Deans Way and the proposed dwelling. The development would reflect the density of layout within the larger area.

(iii) **Layout** – as the site is adjacent to residential properties and is for a residential use there are no implications for impact on different land uses.

The site is well positioned in terms of local facilities and access to local public transport routes. The position of the proposed access onto the highway to the east of the site provides the quickest and most direct route to the settlement's centre.

The proposal would involve no public open space with all open space being private to the dwelling. The provision of private space would be more than adequate and provide areas of space not detrimentally overlooked. These areas would be made safe from external intrusion by careful boundary treatment and landscaping. The spaces would be provided in such a location as to be readily used by future occupiers and the open space would be useable. There are no issues with gradients and topography within the application site.

All amenity spaces provided are in accordance with the Council's standards for space about dwellings. The distances between the proposal and adjacent dwellings complies with the Council's standards for space between dwellings. The dwelling would be constructed in accordance with modern standards relating to crime prevention. The modern crime prevention methods relate to the fixing of double glazing window units, deadlock entrance systems to all external doors and the fitting of an intruder alarm. The layout would allow for the ready observation of visitors using the access.

A bin store area will be provided within the site.

All mains services exist in Deans Way and the new development would be connected to these.

(iv) **Scale** – existing development along Deans Way is predominantly two storey development. The proposal seeks to build on that theme by providing a two storey dwelling with dormers on the site. The proposal is in scale with existing development in terms of its massing and site coverage.

(v) **Landscaping** – it is intended that landscaping will play a part in the proposal but there are no significant existing landscape features within the site. Green amenity areas consisting of grass, trees and bushes will be created. All landscaping within the plot will be maintained by the occupiers of the proposed dwelling. The applicant is prepared to accept a planning condition relating to the submission of detailed landscaping proposals which would also include the design, type, height and position of boundary treatment features such as walls and fences.

(vi) **Appearance** – the proposals take their design ethos from existing development within the larger settlement. The proposal for a two storey dwelling with a pitched roof and dormers which would have its main elevation facing south east onto the garden area. The proposal has been designed to eliminate overlooking by the use of elevational treatment and satisfactory space distances between dwellings. The use of opaque windows on the side elevations will remove any element of overlooking and the applicant is prepared to accept a planning condition removing permitted development rights.

The applicant is prepared to accept a planning condition requiring the submission of samples of all facing materials for approval.

There are no proposals for any lighting.

The proposals will not affect the accessibility of the site which would utilise the highway to the east as access.

(vii) **Access Component** – it is proposed to use the existing highway to the south as access. Parking for 13 and 15 Dean Street would be on street as existing. The proposed access affords the most convenient and equal access point for all future users of the site. The proposal would include adequate off street parking facilities for both cars and bicycles to the proposed dwelling. The proposal is deemed to comply with the requirements for policy T2. There are no highway issues with this proposal.