

STATEMENT IN SUPPORT of OUTLINE PLANNING APPLICATION for RESIDENTIAL DEVELOPMENT on LAND Opposite 4-18 STATION ROAD, WORSBROUGH DALE, BARNSELY (OS Grid Ref: SE 36312 13744)
Planning application No. 2012/1080

INTRODUCTION

This revised proposal is for the construction of a single residential unit on land off Station Road, Worsbrough Dale which is situated some 4 kilometres to the south east of Barnsley town centre (OS Grid Reference SE 36313 03743). The land is approximately 0.18 Hectares in area and is located immediately to the south of Station Road public highway (Classified Road C783). The land is below the road level, the carriageway of which is retained by a natural sandstone wall some 2.400 metres in height with an additional 850mm high parapet, and falls from the northern boundary to the southern boundary, a net fall of approximately 1.300 metres.

There is mature housing development on Station Road to the north, south, east and west of the site.

The current planning application has been declared invalid due to concerns of the impact on a row of trees located on the southern boundary of the site, resulting in a request for a tree survey. It is requested that this original application now be replaced with this new proposal, which does not affect the trees to any significant degree as described below.



Photograph 1 General site view

LAND DESIGNATION

Guidance relating to infill development within the Green Belt is contained within the National Planning Policy Framework (NPPF) published March, 2012 and the additional constraints formerly set out in paragraph 2.11 of Planning Policy Guidance No.2 are no longer included, nor have UDP policies WR4 and WR5 relating to this advice been retained.

It is stated in paragraph 89 of the NPPF that *"A local planning authority should regard the construction of new buildings as inappropriate in Green Belt. Exceptions to this are:-limited infill to existing villages"*.

The Councils LDF Core Strategy, published September 2011 takes national guidance as the basis on which to determine applications for new buildings in the Green Belt, and therefore will follow the new guidance. On the basis of this change in Green Belt policy it is considered that this infill proposal, entirely within the village of Worsbrough, is in accordance with national policy of limited development and so should be permitted.

Notwithstanding the above, even though the land is designated as Green Belt in the current Barnsley Urban Development Plan, Proposals Map published December 2000, this classification is not considered relevant for this

small portion of land as it does not meet the parameters set out for Green Belt as described in Policy BA9: paragraph 4.9 which states:- *"The primary purpose of Green Belt in this Barnsley Community Area is to prevent the built up areas merging with the surrounding settlements of Royston, Cudworth, Darfield, Wombwell, Worsbrough, Dodworth and Higham"*.

This land is remote from all the boundaries of all these settlements or those within the Worsbrough local area. It does not contribute to separation of any built up areas within these communities or to any adjacent countryside as it is surrounded on all sides by mature and recent residential development.

Paragraph 4.9 continues:-*"The Green Belt is intended to contain further pressures for encroachment on the countryside"*

This policy is clearly not being adhered to strictly by BMBC Planning Development Management as the adjacent property No. 47 Station Road been allowed to carry out substantial development in 2012 (approved under application number 2007/0130). This property is situated directly to the south of this land and as such is closer to open countryside than the development as proposed. The recently constructed development at No.47 has included doubling the footprint of the existing property and the addition of a new detached building some 10.000 x 7.000 metres, resulting in the equivalent area of two additional properties.

The land is more urban in nature than rural/countryside. It is currently bounded on all sides by residential development and its current unused state is rendering it unsightly. Its use for livestock or as arable land is not considered suitable due to the urban setting, which would cause considerable nuisance to neighbouring residences and diminish the quality of the environment and the streetscene. Permission to develop would replace the current unused and unsightly state of the land and replace it with quality development more in keeping with the surrounding area.

The use of the land for residential purposes would be beneficial to the Council in meeting its targets for housing stock in the Barnsley Area.

PARKING and ACCESS

It is proposed that the development will utilise the existing access off Station Road upgraded if necessary to the requirements of the local highway authority regarding sight lines to improve access and egress.



Photograph 2 Site Access

The access will not be offered for adoption by the local Highway Authority. Porous paving to a colour and style to be agreed with the local Planning Authority would be used on the new driveway.

A minimum of two parking spaces for the dwelling would be provided, in the form of a double detached garage or a single garage and at least one additional parking area within the curtilage. A turning space within the site will be provided to ensure safe egress back onto the public highway.

DESIGN PRINCIPLES

The proposal is for the construction of a single dormer bedroom dwelling with a detached garage. An indicative position as indicated on the drawing attached to demonstrate that this property can be accommodated which comply with current housing design guidelines with respect to overlooking of existing and proposed properties. The row of mature trees provides ample screening between the development and the south-lying property.

The boundary to Station Road is an existing sandstone retaining wall which retains the highway at a level some 2.4 metres above the site, with a 0.85 metre high parapet to the footway. This condition will lessen the impact of the proposed bungalow on the street scene and would not cause any conflict with the views from the elevated properties situated on the northern side of Station Road.



Photograph 3 – Retaining wall/elevated properties on Station Road

The proposal will have minimal impact on the environment as the elevated position of the closest neighbouring properties on Station Road significantly limits the impact on the area. This retained highway also has the benefit of a minimal effect on the streetscene.

To minimise impact natural lighting will be provided to the rooms in the roofspace in the form of roof windows on the south facing elevation.

Traditional materials as used in the existing house types in the area are considered the most appropriate to reduce the impact of the proposal. The materials used will be sympathetic to surrounding properties using facing bricks and roof tiles in a colour and pattern to be agreed at reserved matters stage.

TREES

The trees on the southern boundary are located in the garden of No.47 Station Road which is on average 800mm lower than the site behind a sandstone retaining wall. The root systems to these trees have been defined using the guidance for defining the Root Protection Area (RPA) in BS 5837:2005 and shown on the attached plan. It can be seen that there is no impact on the RPAs from the dwelling or garage, and as there is to be no excavation undertaken on the driveway which is to be built on existing ground levels, again causing negligible impact.



Photograph 4 – Driveway area and adjacent trees

In any event should the Planning Officer still deem a tree survey necessary it is considered that a conditional approval is appropriate for this reserved matters application due to the minimal impact.

SUSTAINABILITY

All existing utility services exist adjacent to the site with foul drainage connected to the existing public sewer in Station Road by means of a package pumping station. Surface water will be means of exfiltration into the adjacent strata subject to ground percolation tests.

The dwellings will comply with current Building Regulations with respect to the requirements for insulation, noise pollution, the use sustainable materials and low energy boilers and lighting.

Signed

A black rectangular box redacting the signature of Mr. Paul Barrett.

Mr. Paul Barrett

Date

19/10/14.