

**Planning Statement (including Design and Access)
to accompany an Outline Planning Application
for the residential Development of 5 Townhouses and 2 Semi Detached
Dwellings at The Low Valley Arms Station Road, Low Valley,
Wombwell.**

The Proposal

The site is that of an existing Public House and car park. The proposal seeks to demolish The Low Valley Arms PH which is currently suffering financially difficulties due mainly to changes in drinking habits which appears to be a national issue. The site will be redeveloped with a new vehicular access to serve 7 dwellings.

Policy

The site falls within the existing residential policy area of Barnsley as defined by the adopted UDP, and therefore in principle the redevelopment of this brownfield site accords with the Council's policy subject to satisfactory detailing of the scheme to ensure compliance with the criteria established by adopted UDP policies PH11 and PH13.

PPG3 'Housing' seeks the efficient use of previously developed land to meet residential development needs, and applies a sequential test in the identification of suitable sites. This proposal clearly meets the criteria as a sustainable location close to local services and transport links.

Pre-application discussion

In accordance with recommended good practice, initial pre-application discussions have taken place with the Council's officers Bob Merryweather and Bob Knell (See copy of e:mail below from Bob Knell) which established that the principle of residential development on the site was not in conflict with adopted UDP policies.

Andrew

Can you prepare a scheme which shows:

Pushing the south kerbline of station road out to make the carriageway narrower (but no narrower than it is either side of the site, obviously)

A footway 2.0m wide on the site frontage

A vis splay joining the corners of 132 & 136, and complying with a 2.4m setback as you show, which you all but provide anyway

I think I could argue that the above would be an improvement on the existing situation and could be supported.

Bob

22 April 2008 08:29

Planning approval was then granted in Outline for five townhouses and two apartments in 2008. (Ref 2008/0776)

This new application seeks approval to slightly amend the Carparking and to provide five townhouses and two semi detached dwellings. Andrew Burton had been consulted and confirmed by e:mail that he has no objection to the proposal.

Character and Appearance

The site lies within an established residential area, which includes a variety of dwelling styles and sizes. The wide range of property and uses in the area do not provide it with a unifying character and appearance and it is the very variety for buildings in the area that provides its visual interest.

Design Parameters

The development has been designed around the stream which passes below the site. The blocks have been set forward to allow parking to the rear in keeping with the adjacent terraced properties accessed directly off the footpath.

The spacing and distancing of the new development from existing properties, together with window arrangements, respects the privacy of existing and future residents.

Density

PPG3 seeks to ensure the efficient use of land. The proposal assists Barnsley to achieve its requirement of 70% of new housing on brownfield sites as required by Regional Planning Guidance.

Sustainability

PPG3 'Housing' and PPG13 'Transport', which both post date the adoption of the UDP, encourage sustainable development, the efficient use of land and reduced reliance on the use of private cars. The application fulfills these objectives. It is close to local services including shops, schools, health services and employment, and lies within the established residential area of Wombwell. There is a frequent bus service both to the town centre and other local service centres there are a significant number of shops and services within walking distance.

Access, Highways and Traffic Assessment

The site benefits from excellent public transport links with bus stops a short distance from the site. The proposal provides for a minimum of one off road parking space per unit and allows one visitor space

Pedestrian access would be shared with the vehicular access

Access and Design

- 1 *Use and amount:-* The site would be used for 7 dwellings within an established residential area it satisfies adopted policies and national guidance for the reasons given above. The residential use and amount of development proposed would not be harmful to adjoining residential uses. The density is appropriate for the setting and site.
- 1 *Layout:-* The site provides for the dwellings with a small front garden space, private amenity space to the rear with off street parking
3. *Scale:-* The surrounding area contains an eclectic mix of property built over a number of years that encompass a wide variety of style and materials. This range of property results in no overarching architectural style or rhythm. As a result the site would suit a range of design approaches however it is considered, for the reasons given above, that the particular design proposed makes efficient use of the land, it would sit comfortably within its surrounding and provide a pleasant place for people to live.
- 1 *Landscape:-* Any existing landscape features will be maintained and protected throughout the period of construction
- 2 *Appearance:-* For the reasons given above would the development would be attractive and relate well to its surroundings.
- 3 *Access:-* The proposal provide for safe and easy pedestrian and vehicular access to and from the site, which is well located for local services and has extremely good public transport links. The dwelling would be designed to provide disabled access in accordance with current building regulations.

Conclusion

The site comprises previously developed land, and subject to compliance with detailed design and appearance parameters its development for new dwellings meets the Government's requirements to secure the efficient re-use of brownfield land.

It is considered that the proposal is designed to a high standard, which will enhance the existing appearance of the area, whilst having no adverse effects on the residential amenity of neighbours, and which for the reasons given above complies with the Development Plan policies identified above.

It is also unlikely that a community which has the luxury of several other pubs within close walking distance will suffer any ill affect of the pub closure.

Andrew Bailey Architect
February 2009.