

Planning, Heritage, Design and Access Statement

Creation of 6 off-street
parking spaces and two
new hedgerows

1-9 Brookhouses,
Cawthorne, Barnsley,
S75 4EZ

May 2024

Document Control Sheet

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Project Lead	Michael Bamford (MB)
Team Members	Shaun Hyde (SH)

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Produced by:

Planning & Design Practice Ltd
3 Woburn House
Vernon Gate
Derby
DE1 1UL

www.planningdesign.co.uk

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1 INTRODUCTION

- 1.1** Planning & Design Practice is a town planning and architectural consultancy with chartered town planners and an architect-led architectural design team. The practice operates across the country and has an excellent record of success.
- 1.2** Full planning permission is sought for the creation of 6 off-street parking spaces and two new boundary hedgerows at Brookhouses, Cawthorne, Barnsley, S75 4EZ.
- 1.3** This report has been structured to provide an introduction to the site and discuss its planning history. Details of the proposed development and the rationale for it; and an examination of the key planning issues to be considered. This report should be read in conjunction with the following documents;
- Site Location Plan
 - Site Plan - Existing
 - Site Plan - Proposed

2 SITE DESCRIPTION AND PLANNING HISTORY

- 2.1** 1-9 Brookhouses are located off Tivy Dale, within the settlement of Cawthorne, approximately 3.5 mile west of the centre of Barnsley.
- 2.2** The site consists of a series of connected dwellings on the south side of Tivy Dale. All of the dwellings have the same architectural style. The dwellings are constructed from locally quarried stone, with slate tile rooves and traditional white window frames. This style is present throughout Cawthorne and referred to as a key feature in the Cawthorne Conservation Area Appraisal.
- 2.3** The site is located in flood zone 1, so is not considered to be at risk of flooding.
- 2.4** All the dwellings except No. 1 have garden space at the front of the dwelling, facing Tivy Dale. No.1 has garden space to the rear only. Nos. 7 and 9 benefit from having the largest combined garden space of all the properties.
- 2.5** Directly in front of the site is a bus stop, providing a direct route to Barnsley Town Centre via the 94 service. However, it only stops at the stop in Tivy Dale 7 times a day, approximately every two hours, with the last bus departing before 6pm. The 96c provides routes to Wakefield and Barnsley, but only runs on Sundays.
- 2.6** The site is located in the Cawthorne Conservation Area. Cawthorne consists of a fairly linear built form, situated amongst pastoral landscape and woodlands. The majority of the buildings within Cawthorne are primarily two-storey with pitched roofs, made from local sandstone and simple architectural decoration. Buildings constructed from red brick also feature throughout Cawthorne. The application site showcases some of these features, with its local stone walling and modest fenestrations.

Relevant Planning History

- *There is no relevant planning history for the site.*



Figure 1 - Location of site



Figure 2 - Photograph of site from Tivy Dale

3 THE PROPOSED DEVELOPMENT

- 3.1** The proposal is for the creation of 6 off-street parking spaces and two new hedgerows at 1-9 Brookhouses.
- 3.2** The proposals seek to create new off-street parking provision for 5, 7 and 9 Brookhouse. Nos 5 and 7 do not currently possess any off-street parking and have to park on Tivy Dale, often on the kerb. No. 9 does benefit from hardstanding to the rear, which has previously been used for parking. However, there is only space for 1 car and manoeuvrability is very restricted. Residents have to reverse onto Tivy Dale, which is a very dangerous undertaking.
- 3.3** These off-street parking spaces will be located in front of 1-9 Brookhouses, with a new private road off Tivy Dale providing access to the dwellings. The existing pavement will remain and the existing bus stop will be unaffected. A new privet hedgerow will be planted along the existing boundary wall, to shade views from the highway. This hedgerow will be approximately 2 metres high.
- 3.4** The parking spaces will be located where the front gardens to each property are situated. These front gardens will be reconfigured slightly in order to ensure each dwelling has sufficient outdoor amenity space. As Nos 1, 7 and 9 all benefit from large rear gardens, their share of front garden space will be smaller than Nos 3 and 5, who will have larger portions of front garden space to compensate.
- 3.5** No alterations are proposed to any of the dwellings. The alterations are limited to the front garden spaces and two small sections of boundary wall.
- 3.6** The proposed alterations seek to maintain the character of the Cawthorne Conservation Area. The key architectural features of the dwellings are all protected, as is the vast majority of the boundary wall.

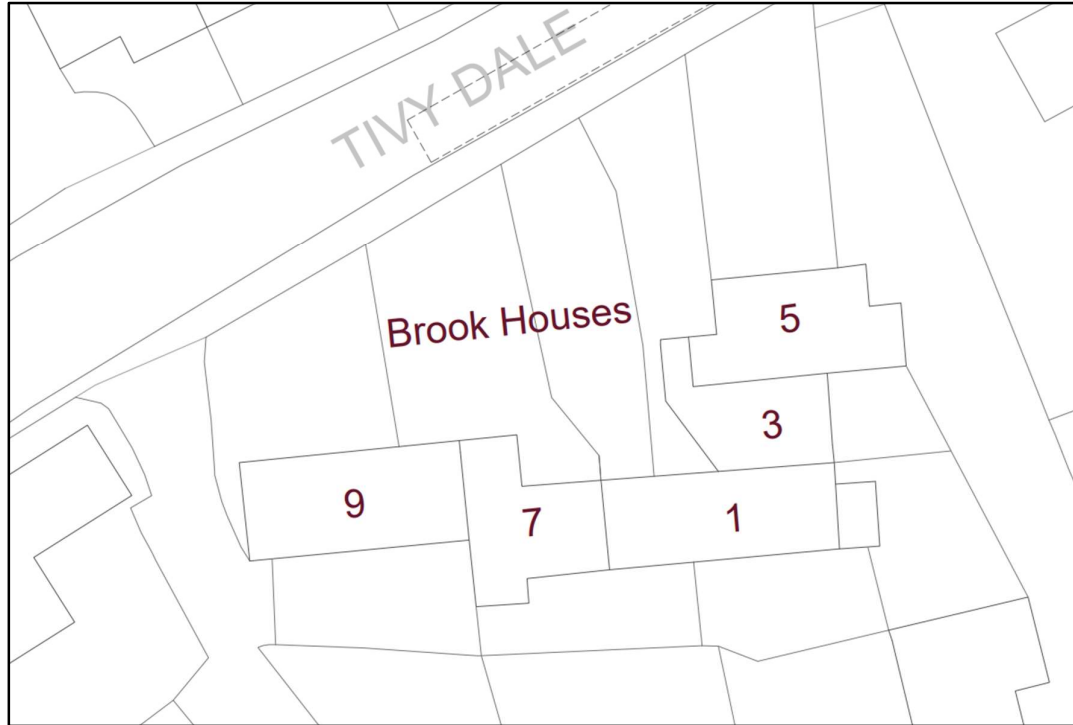


Figure 3 – Existing Site Plan

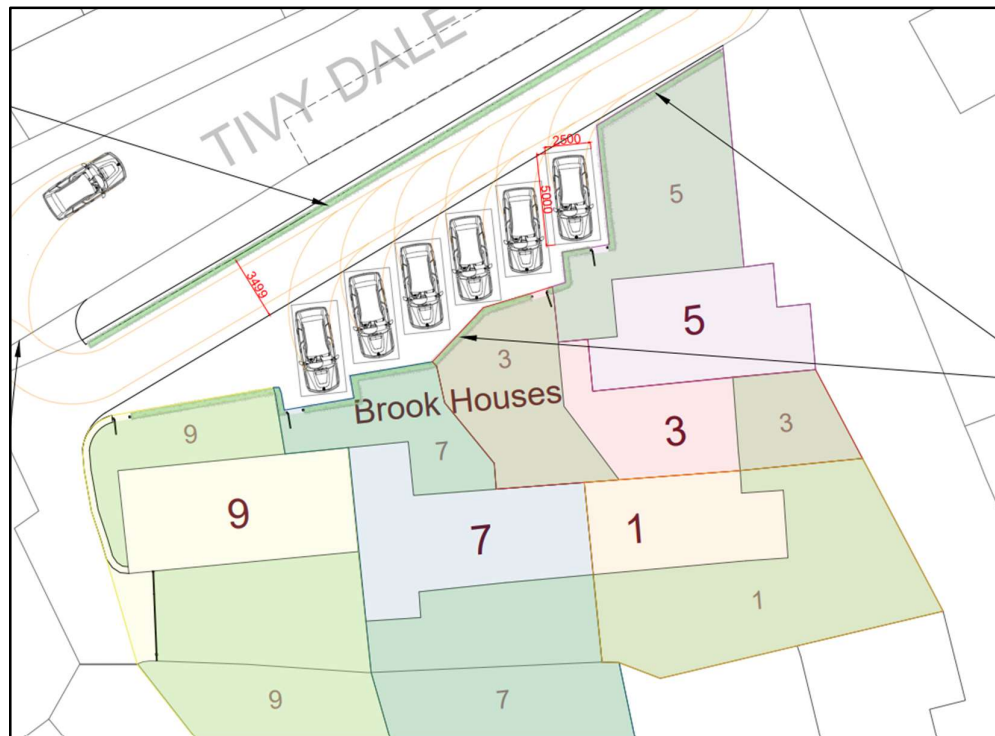


Figure 4 – Proposed Site Plan

4 PLANNING POLICY CONTEXT

- 4.1 The purpose of this section is to set out the relevant planning policy background which is pertinent to the site and proposed development, as well as identify any key studies or reports which will assist in the determination of this application.
- 4.2 Section 38(6) of the Planning & Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 4.3 In this case, the development plan consists of the Barnsley Local Plan (2019) and the Cawthorne Neighbourhood Development Plan (2021). Other material considerations include the National Planning Policy Framework ('the Framework'), the National Design Guide (2021), the South Yorkshire Residential Design Guide (2011) and the associated Planning Practice Guidance ('the Guidance').

Barnsley Local Plan (2019)

- 4.4 Policy SD1 Presumption in favour of Sustainable Development

When considering development proposals we will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. We will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

- 4.5 Policy GD1 General Development

Proposals for development will be approved if:

- *There will be no significant adverse effect on the living conditions and residential amenity of existing and future residents;*
- *They are compatible with neighbouring land and will not significantly prejudice the current or future use of the neighbouring land;*
- *They will not adversely affect the potential development of a wider area of land which could otherwise be available for development and safeguards access to adjacent land;*
- *They include landscaping to provide a high quality setting for buildings, incorporating existing landscape features and ensuring that plant species and the*

way they are planted, hard surfaces, boundary treatments and other features appropriately reflect, protect and improve the character of the local landscape;

- *Any adverse impact on the environment, natural resources, waste and pollution is minimised and mitigated;*
- *Adequate access and internal road layouts are provided to allow the complete development of the entire site for residential purposes, and to provide appropriate vehicular and pedestrian links throughout the site and into adjacent areas;*
- *Any drains, culverts and other surface water bodies that may cross the site are considered;*
- *Appropriate landscaped boundaries are provided where sites are adjacent to open countryside;*
- *Any pylons are considered in the layout; and*
- *Existing trees that are to remain on site are considered in the layout in order to avoid overshadowing.*

4.6 Policy D1 New Development and Sustainable Travel

New development will be expected to:

- *Provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people set out in the relevant Supplementary Planning Document;*

If it is not possible or appropriate for the minimum amount of parking for cycles, motorbikes, scooters and mopeds to be met on site, the developer must provide, or contribute towards, off-site parking, or improve or provide other forms of travel.

4.7 Policy T5 Reducing the Impact of Road Travel

We will reduce the impact of road travel by;

- *Implementing measures to ensure the current road system is used efficiently.*

4.8 Policy HE1 The Historic Environment

We will positively encourage developments which will help in the management, conservation, understanding and enjoyment of Barnsley's historic environment, especially for those assets which are at risk. This will be achieved by:-

- *Supporting proposals which conserve and enhance the significance and setting of the borough's heritage assets, paying particular attention to those elements which contribute most to the borough's distinctive character and sense of place.*

These elements and assets include:-

- ... 18 designated conservation areas of special and architectural interest including three town centre conservation areas, as well as large areas incorporating Stainborough Park, Cawthorne, Penistone and Thurlstone....

By supporting proposals that would preserve or enhance the character or appearance of a conservation area. There are 18 conservation areas in the borough and each is designated for its particular built and historic significance. This significance is derived from the group value of its constituent buildings, locally prevalent styles of architecture, historic street layouts and its individual setting which frequently includes views and vistas both into and out of the area. Particular attention will be given to those elements which have been identified in a Conservation Area Appraisal as making a positive contribution to its significance.

Cawthorne Parish Neighbourhood Development Plan (2021)

4.9 Policy C7 Heritage and Design in the Conservation Area

New development within the conservation area should be sensitive to the character and setting of the conservation area, and to other identified nationally significant heritage assets, and to the locally significant heritage assets identified in the non-designated heritage assets list as listed in Policy C8 below. All buildings, views, green spaces and trees which contribute to the character of the conservation area should be protected and enhanced.

Proposals should have regard to the Cawthorne Village Design Statement Supplementary Planning Document and incorporate the following design principles:

- *There will be a presumption in favour of retaining buildings that make a positive contribution to the conservation area. Where buildings are demolished, any replacement building should be of a proportionate size and scale, be in keeping with the density and character of the surrounding area, and be appropriate in terms of design and materials.*
- *Extensions to dwellings should be subordinate in scale to the original building and of a design that reinforces the historic character and appearance of the conservation area.*
- *Alterations to buildings of heritage value should whenever possible use traditional materials and designs for roofs and roof pitches, chimneys, porches, elevations, walling, joinery and windows and doors. Historic detailing should be retained and repaired wherever possible, and where replacement is necessary these should*

copy the historic detail. Pointing should be flush or rounded off to a gently concave joint and lime pointing is preferable for re-pointing of historic buildings and walls. Strap or ribbon pointing which utilises hard cement should be avoided.

- *Roof pitches should respond to the characteristics of properties in the surrounding area. Natural stone slate is the preferred material, or high quality natural alternatives (where appropriate) such as natural grey slate, or where this does not accord with the individual characteristics of the site context, use of good quality, matching artificial stone slates will be supported. However for listed buildings stone slates are preferable.*
- *Traditional window openings are a significant local feature. Replacement windows should whenever possible reflect the original period design and where appropriate new buildings should use stone jambs, heads and sills. Doors should reflect the age and character of the property and be in balance with the architectural form.*
- *Porches on the older houses tend to have an exposed wooden framework on a stone base or sometimes on pad stones and should be retained. Where possible the pitch of the porch roof should be similar to the pitch of the house roof.*
- *Chimneys are important features of many historic and traditional houses and form an attractive characteristic of the village. Where chimneys are of stone or of two shades of brick they should be retained whenever possible.*
- *Materials such as locally quarried coursed stone or rustic brick are characteristic of the village and should be used in new buildings and in alterations to older buildings where appropriate. Historic stone walling and other stone in reasonable condition should be retained wherever possible.*
- *Proposals for satellite dishes and other new technologies such as air conditioning units should be sited sensitively to minimise adverse visual impacts.*
- *The Village Green, Orchard Recreation Area, Churchyard and Rowland Sports Area are identified as significant open spaces and development proposals should minimise any adverse visual impacts on these areas and retain the rural character.*
- *Proposals for public realm enhancements should retain historic floor surfaces and stone kerbs whenever possible.*
- *Proposals for new signage and alterations to shop fronts should be sympathetic to the traditional character of the property and rural village. Proposals should have regard to the adopted Shopfront Design Supplementary Planning Document.*

4.10 Policy C10 Criteria for New Housing Development

New housing schemes within the settlement of Cawthorne will be supported where:

- *Adequate on-site parking should be provided to Barnsley MBC guidance in the adopted Supplementary Planning Document “Parking” and cater for those with disabilities and any communal or shared parking areas should be screened using suitable landscaping and boundary treatment which is sympathetic to the local context and conservation area;*

4.11 Policy C11 Car and Cycle Parking in Cawthorne Village and at Cannon Hall Leisure Cluster

Development proposals which provide additional public car parking including catering for those with disabilities and secure, safe and convenient cycle parking will be supported in Cawthorne Village. New parking proposals relating to the Cannon Hall Leisure Cluster will be supported when there is evidence of need and subject to Green Belt policies. All schemes should be designed sensitively and use suitable materials which are sympathetic to the historic environment and conservation area. Schemes should incorporate appropriate landscaping and tree planting to provide adequate screening, shade and enhancements to the public realm.

South Yorkshire Residential Design Guide (2011)

4.12 Paragraph A.1.1

Back gardens of houses should be appropriate to the size of the property, its orientation and likely number of inhabitants. Private gardens of two bedroom houses/bungalows should be at least 50 square metres; for three or more bedroom houses/bungalows, 60 square metres. Smaller gardens may be acceptable in corner zones of blocks if privacy and daylighting can be maintained.

4.13 B1.6 Off-street Parking

The amount and type of off-street parking should be part of an overall parking strategy (see N5.5 and S2.5).

Off-street parking must be integrated within the overall scheme so that it does not visually dominate the street or shared private areas...

...All off-street parking spaces, including garages, must be fit for purpose to count as a parking space...

National Planning Policy Framework (2023)

4.14 Paragraph 115

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.

4.15 Paragraph 123

Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.

4.16 Paragraph 124

Planning policies and decisions should:

- *give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;*
- *promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure);*

4.17 Paragraph 128

Planning policies and decisions should support development that makes efficient use of land, taking into account:

- *the desirability of maintaining an area's prevailing character and setting*
- *the importance of securing well-designed and beautiful, attractive and healthy places.*

4.18 Paragraph 135

Planning policies and decisions should ensure that developments:

- *will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- *are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- *are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*

4.19 Paragraph 197

When considering the designation of conservation areas, local planning authorities should ensure that an area justifies such status because of its special architectural or historic interest, and that the concept of conservation is not devalued through the designation of areas that lack special interest.

4.20 Paragraph 203

In determining applications, local planning authorities should take account of:

- *the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- *the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- *the desirability of new development making a positive contribution to local character and distinctiveness.*

4.21 Paragraph 205

When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

4.22 Paragraph 208

Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

4.23 Paragraph 212

Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

4.24 Paragraph 213

Not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated either as substantial harm under paragraph 207 or less than substantial harm under paragraph 208, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage Site as a whole.

5 KEY PLANNING ISSUES

5.1 The key planning issues for the proposals are considered to be;

- Impact on heritage assets
- Highway considerations
- Amenity space

Impact on Heritage Assets

5.2 The application site is located in Cawthorne, within the Cawthorne Conservation Area. Chapter 16 of the NPPF seeks to conserve and enhance the historic environment. As the application site is located within the Cawthorne Conservation Area, it is necessary to consider any potential impact the proposals may have on the character of the conservation area.

5.3 Paragraph 197 of the NPPF states that local authorities should justify the status of conservation areas with their special architectural or historical interest. This is also present in Policy HE1 of the Local Plan. Paragraph 205 of the NPPF states that when considering the potential impact on a designated heritage asset, the more important the asset the greater the weight that should be allocated to its preservation.

5.4 The Cawthorne Conservation Area Appraisal summarises the key features that characterise the Conservation Area. Features relevant to this application include;

- *“The use of local sandstone in walling and roof with squared rubble in thin courses and squared stone laid in deeper courses. Quoins are also a dominant feature;*
- *“Dry stone and mortared stone boundary walls with stacked, upright stones laid on edge or half round stone coping;*
- *“Buildings are primarily of 2 storeys with pitched roofs. Buildings tend to be of robust, simple, vernacular form with architectural decoration limited to simple door and window lintels and surrounds. Higher status and nineteenth century buildings show greater architectural decoration;”*

5.5 As mentioned previously, the Cawthorne Conservation Area is characterised by locally quarried stone as the predominant building material. 1-9 Brookhouses are just a few of the dwellings within Cawthorne that are constructed from this building material. The Cawthorne Design Statement also discusses how the stone materials have become a part of the village vernacular.

- 5.6** The architectural style of these dwellings showcases the prominent features that are described in the Conservation Appraisal. This appraisal does not specifically discuss or afford any importance to garden space as a significant feature within the Conservation Area. Furthermore, garden spaces are often littered with domestic paraphernalia, such as garden sheds or trampolines, limiting their contribution to the character of Cawthorne. As such, the front gardens' contribution to the overall character of the conservation area is not considered to be one that is fundamental to its designation. Other architectural features are more significant in defining Cawthorne's character.
- 5.7** Due to the limited contribution that the front gardens themselves add to the prevailing character of the area, and the wider identity of Cawthorne, it is considered that limited protection is afforded to them, as referred to in Paragraph 205 of the NPPF. Therefore, limited weight should be afforded to preserving the front gardens. Consequently, it is considered that the proposals will result in less than substantial harm on the Conservation Area, as detailed in Paragraph 208 of the NPPF.
- 5.8** However, the existing boundary wall, which is a prominent feature throughout Cawthorne, is considered to contribute to the area's prevailing character. The Cawthorne Conservation Area Appraisal refers specifically to the loss of stone boundary walls for parking as a threat to the conservation area. Therefore, this wall will largely remain as existing. The prominent section of the wall, which runs parallel to Tivy Dale, will remain as existing. The existing access to the east will be slightly widened and used to provide the access to the new road. The access road to the west of the 9 Brookhouse will also be utilised. This means only two small sections of wall will need to be removed, at the east and west openings of the new access road. Subsequently, from Tivy Dale the boundary wall will appear almost identical to how it does currently.
- 5.9** Furthermore, the proposals include the creation of two new privet hedges. One of these hedgerows will be located above the existing boundary wall which fronts Tivy Dale. This will screen the proposal from the highway and the rest of the Conservation Area. Screening the proposals from public view will help to further minimise the impact of the character of the area.
- 5.10** As well as screening the proposals, the new hedgerows help to integrate the parking arrangements into the wider site, rather than appearing visually dominate, as is the case

currently. Integrating parking provision into developments is in accordance with Section B1.6 of the South Yorkshire Design Guide.

- 5.11** The view from Tivy Dale will remain very similar to how the site looks currently, with the boundary wall that runs parallel to Tivy Dale and the bus stop remaining as existing. This is in accordance with Policy C10 (3), which states that;

“Adequate on-site parking should be provided to Barnsley MBC guidance in the adopted Supplementary Planning Document “Parking” and cater for those with disabilities and any communal or shared parking areas should be screened using suitable landscaping and boundary treatment which is sympathetic to the local context and conservation area.”

- 5.12** Additionally, a second hedge will border the new garden spaces to the north, separating the parking spaces from the front gardens of the dwellings and providing additional privacy measures. No other alterations are proposed. The dwellings will remain untouched by the proposals.
- 5.13** Appendix A is an appeal decision for a similar development. This application was for the creation of two off-street parking spaces in a Conservation Area. The Inspector believed that the removal of a small section of boundary wall was balanced by the retention of another section of the boundary wall, which resulted in a neutral impact overall. Screening proposals were also included as part of this proposal, helping to soften the effect of the new parking provision and provide screening. The appeal was allowed.
- 5.14** As the proposals would be located behind the existing boundary wall and a new hedge, and because the proposals will have a limited impact on the character of the dwellings, on balance the proposals are considered to have a neutral impact on the Conservation Area. The proposals are therefore considered to be in accordance with Policies HE1 and D1 of the Local Plan, Policy C7 of the Cawthorne Neighbourhood Development Plan and paragraphs 205 and 208 of the NPPF.

Highways Considerations

- 5.15** Paragraph 115 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety.

- 5.16** Car parking is a reoccurring issue in Cawthorne. The Cawthorne Neighbourhood Development Plan (NDP) refers to the car parking issues frequently. Paragraph 4.5.11 of the NDP discusses how there must be a balance between parking provision and minimising any visual impact that may arise from the proposals. The paragraph in it's entirety reads as;

“Any measures to address car parking issues, must balance supporting and sustaining those developments whilst ensuring proposals are suitable and appropriate in terms of visual impact, particularly in terms of the setting of the Conservation Area and / or other heritage assets and their social consequences for village life. Possible solutions to car parking problems could include providing more spaces through an extended or new car park in the village and/or restricting the use of existing spaces. The most likely consequence of providing additional spaces would be to substitute for Cannon Hall parking at the expense of the quality of the village that is central to its attractiveness.”

- 5.17** The Appendix 1 of the NDP includes resident comments who were consulted on the NDP document. The issue of car parking is one that is common throughout the responses and is considered to be a key issue, which needs to be addressed.
- 5.18** Additionally, the Cawthorne Conservation Area Appraisal (CCAA) refers to parking and traffic problems throughout the document. Parking provision and traffic issues have been raised by residents during consultation, with the situation along Tivy Dale being mentioned specifically. The Cawthorne Design Statement also discusses the restrictive parking arrangements and the concerns which this brings.
- 5.19** There is clearly a need for additional off-street parking to be made available within the village. Policy C11 of the NDP explains how all parking schemes should be sympathetic to the historical environment, using appropriate landscaping to provide adequate screening. The proposed scheme has considered these requirements and has subsequently included two new hedgerows between the dwellings and Tivy Dale.
- 5.20** The proposals would remove up to 6 vehicles from parking on the street. This has a number of benefits, including improved visibility for road users and more free flowing traffic movements. This meets the criteria set out in Policy T5 of the Local Plan, which seeks to improve the efficiency of the existing road network.
- 5.21** The proposals include a short private road off Tivy Dale. This ensures safer access to the parking spaces, compared to if they had to be accessed directly from Tivy Dale. This also

has the added benefit of preserving the existing boundary wall and maintaining the existing bus stop.

- 5.22** The importance of private off-street parking cannot be understated. It provides safe and convenient access to and from the car directly from the dwelling, without the danger of passing traffic. This is especially beneficial to those who may require additional assistance, such as children or the elderly. This is in accordance with Paragraph 135 of the NPPF, which seeks to create places that are “*inclusive and accessible*”. There are also security benefits to having a car parked in close proximity to the dwelling.
- 5.23** As mentioned previously, the site is served by a bus stop. The 94 service provides a direct route to Barnsley Town Centre. However, it only stops at this particular stop in Tivy Dale 7 times a day, approximately every two hours, with the last bus departing before 6pm. The 96c service also runs via this stop, providing links to Barnsley and Wakefield, but this service only runs on Sundays. These services are not considered to be reliable enough for residents to solely rely on. This issue is prominent throughout Cawthorne, where on-street parking is essentially at capacity, due to reliance on private car as the primary mode of transportation.
- 5.24** Nos. 5 and 7 are 2 bedroom properties, whereas No. 9 is a 3 bedroom property. If dwellings of this size were to be proposed, a minimum of 4 parking spaces would be required. Residents currently have no option other than to park along Tivy Dale, or manoeuvre dangerously onto Tivy Dale. As the use is preexisting, the proposals can only have a positive impact on the highway network by removing vehicles from parking on the street.
- 5.25** Moreover, Paragraph 123 of the National Planning Policy Framework outlines how proposals should seek to promote efficient use of land in relation to homes, ensuring safe and healthy living conditions. Paragraph 128 expands on this point, promoting development which makes “*efficient use of land*”, taking into consideration “*the availability and capacity of infrastructure*”. There is an opportunity to utilise a small parcel of land for a more beneficial purpose than what it is currently being used for. The proposals will result in the removal of some front garden space. However, as each dwelling still benefits from plenty of garden space (see Table 1). Using some of this garden space for off-street parking makes better use of the land. Using the land for car parking will remove 6 vehicles from Tivy Drive and the surrounding area, which will contribute to alleviating the parking

and traffic problems that residents repeatedly refer to as issues which need to be addressed. The proposals are therefore in accordance with Policy T5 of the Local Plan, Policy C11 of the Cawthorne NDP and Paragraphs 115, 123 and 128 of the NPPF.

Impact on Amenity

- 5.26** The proposed parking spaces will be located where the front garden spaces are currently located.
- 5.27** Currently, the front garden spaces are largely exposed, with very little privacy when viewed from Tivy Dale. This lack of privacy limits the accessibility to the space. As stated previously, these garden spaces may also be littered with domestic paraphernalia, which will not contribute to the prevailing character of Cawthorne.
- 5.28** The proposals include the creation of two new boundary hedges. The hedges will screen the proposals from public view, as stated previously, but they will also improve the level of privacy for residents. Despite an overall reduction in garden space, the usability of the space will be greater, because the two hedgerows will help to create a better sense of enclosure for residents. This improved level of privacy will create a more welcoming and inviting space for residents, especially those with young families.
- 5.29** Table 1 shows the size of the garden spaces as existing and proposed.

	Existing (m ²)	Proposed (m ²)
No. 1	119	119
No. 3	194.5	89
No. 5	134	88
No. 7	340	249.5
No. 9	295.5	261

Table 1 – Existing and proposed garden sizes for each dwelling

- 5.30** Paragraph A.1.1 of the South Yorkshire Residential Design Guide provides guidance on what is considered an acceptable size for private garden space. It states;

“Private gardens of two bedroom houses/bungalows should be at least 50 square metres; for three or more bedroom houses/bungalows, 60 square metres. Smaller gardens may be acceptable in corner zones of blocks if privacy and daylighting can be maintained.”

- 5.31** Nos. 1-9 are all either two or three bedroom dwellings. Therefore, as 88m² is the smallest private amenity space which is proposed, the proposals are in accordance with the South

Yorkshire Residential Design Guide. The two hedgerows will also ensure a higher degree of privacy for residents compared to the existing arrangements, resulting in a more usable and family friendly garden space. The proposals therefore satisfy this requirement.

- 5.32** Paragraph 135 of the NPPF seeks to promote “*a high standard of amenity for existing and future users*”. By improving the level of privacy for the residents, with the addition of the hedges, the front garden space becomes a more practical and inviting space than it is currently. It is acknowledged that some front garden space will be lost for the parking spaces. However, if the remaining space is more beneficial to residents, because of the more enclosed nature of the garden, then it is considered to be an overall improvement compared to a larger, more exposed space. The proposals are therefore considered to be acceptable in terms of amenity, in accordance with Policy GD1 of the Local Plan.

6 CONCLUSIONS

- 6.1** Full planning permission is sought for the creation of 6 off-street parking spaces and two new boundary hedgerows at Brookhouses, Cawthorne.
- 6.2** The proposals seek to provide off-street parking provision to Nos. 5, 7 and 9. These dwellings currently do not benefit from any safe or private, off-street parking provision. Rather, the current residents have no option other than to park on Tivy Dale.
- 6.3** The proposals have considered the character and architectural style that is present throughout the Cawthorne conservation area. The new parking spaces will be screened by the existing boundary wall and a new privet hedge, helping to hide the proposals from public view.
- 6.4** The front gardens' contribution to the character of the Cawthorne Conservation Area is considered to be limited. The Conservation Area Character Appraisal outlines the key characteristics which help to define Cawthorne, including the use of locally quarried stone and stone boundary walls – which will be retained.
- 6.5** The highway benefits have also been considered. The creation of 6 off-street parking spaces will remove up to 6 vehicles from Tivy Dale, helping to improve visibility for road users. This will also help to ensure that traffic remains free flowing through the village.
- 6.6** In addition to screening the proposals, the new hedgerows also improve the level of privacy that the dwellings experience. Despite a reduction in size, the usability of the garden spaces are improved due to the gardens benefitting from a greater sense of enclosure.
- 6.7** The proposed development is therefore in accordance with the pertinent local and national planning policy. It is politely requested that planning permission be granted.



**Planning & Design Practice
Ltd**

www.planningdesign.co.uk

enquiries@planningdesign.co.uk

Tel: 01332 347371

Derby

3 Woburn
House
Vernon Gate
Derby
DE1 1UL

Macclesfield

Waters Green
House
Macclesfield
Cheshire
SK11 6LF

Matlock

Cromford Creative
Cromford Mills
Mill Lane, Cromford
Matlock
DE4 3RQ

Sheffield

32 Gilbert Street,
Park Hill,
Sheffield
S2 5QY