dynamic development solutions ™

For and on behalf of
Empire Property Concepts Ltd

PLANNING, DESIGN & ACCESS STATEMENT

Former HMRC Car Park, Heelis Street, Barnsley, S70 1LB

Prepared by
DLP Planning Ltd
Sheffield

September 2017

Prepared by:		Emma Raine BA (Hons) MA Planner
Checked by:		Susie Boyce BA (Hons) MA MRTPI Senior Planner
Approved by:		Lydia Sadler BSc (Hons) MTP MRTPI Director
Date:	September 2017	

DLP Planning Ltd
Ground Floor
V1 Velocity
Tenter Street
Sheffield
S1 4BY

Tel: 01142 289190
Fax: 01142 721947

DLP Consulting Group disclaims any responsibility to the client and others in respect of matters outside the scope of this report. This report has been prepared with reasonable skill, care and diligence. This report is confidential to the client and DLP Planning Ltd accepts no responsibility of whatsoever nature to third parties to whom this report or any part thereof is made known. Any such party relies upon the report at their own risk.

Contents

Page

1.0	**Introduction**	**4**
2.0	**The Application Site**	**5**
	Site Context	5
	Proximity of Services and Public Transport	7
3.0	**Design & Access Statement**	**9**
	Use & Amount	9
	Layout	9
	Scale	10
	Appearance and Materials	10
	Access	10
4.0	**Affordable Housing Statement**	**11**
5.0	**Planning History**	**12**
6.0	**Planning Policy Context**	**13**
	The National Planning Policy Framework (‘the Framework’)	13
	Barnsley Core Strategy (2011)	15
	Emerging Barnsley Local Plan (Publication Draft 2016)	18
	Barnsley Unitary Development Plan Saved Policies (2000)	18
	Barnsley Designing New Housing Development Supplementary Planning Document (2012)	19
	South Yorkshire Residential Design Guide (2011)	19
7.0	**Planning Assessment**	**20**
	Principle of the Development Proposal	20
	Design and Layout of the Proposal	21
	Access and Highways Impact	22
	Sustainability of the Application Site	23
	Drainage	25
	Summary	25
8.0	**Conclusion**	**27**

1.0 INTRODUCTION

1.1 This Planning, Design and Access Statement has been prepared by DLP Planning Ltd on behalf of Empire Property Concepts Ltd in support of an outline planning application for residential development with all matters reserved except for access on the Former HMRC car park, Heelis Street, Barnsley, S70 1LB.

1.2 This Statement provides an analysis of the site context, including its location and physical characteristics, and the Design and Access Statement is contained at Chapter 3. The planning history of the site is set out in this statement, and also includes an assessment of the development proposal in the context of relevant national and local planning policy. The Affordable Housing Statement is contained within Chapter 4 of this Statement.

1.3 The assessment concludes that given the sustainable location of the site, compliance with development plan policy objectives and no evidence of demonstrable harm, support should be given to the proposals.

1.4 It should be read in conjunction with the other drawings and technical reports which from part of the application package, including:

- Application Form;
- Architectural Drawings and Plans (SDE Architecture);
- Drainage Impact Assessment (Alan Wood & Partners, April 2017);
- Topographic Survey (Alan Wood & Partners, February 2017);
- Transport Assessment (Sanderson Associates, August 2017);
- Travel Plan (Sanderson Associates, August 2017).

2.0 THE APPLICATION SITE

2.1 The application site comprises a car park located approximately 500m from Barnsley Town Centre in the Central Ward and is 0.26 hectares in size. The site is shown below in Figure 1.

Fig 1: Site Location Plan

Site Context

2.2 The car park is associated with the adjacent office building, Joseph Locke House and is considered to be brownfield land. Joseph Locke House obtained prior approval in June 2016 for the change of use from offices (B1) to 170 residential units (C3) (Ref:2016/0489). This application relates to the car park of the property, which was not included in those proposals. The car park has remained in use by the current tenants since the departure of HMRC from Joseph Locke House, but this will cease once the remaining tenants vacate the property in March 2018.

2.3 The site is located on the periphery of a residential area, within a short walking distance from Barnsley Town Centre. Urban Barnsley is identified as a sustainable location for growth in Barnsley's Core Strategy, prioritising development in this location. To the south-east of the site there are a range of high rise apartment blocks and two storey terraced housing. Barnsley Town Centre lies to the north of the site and to the east of the site are a range of commercial uses, including Morrison's Supermarket, a car wash and a garage.

2.4 The neighbouring buildings in the immediate vicinity comprise of a new residential development block currently under construction; an NHS Centre; residential properties at Copper Close, Duke Crescent, Britannia Close, Union Street; a bed retail outlet and an auto parts store, both at Upper New Street; an auto parts store on Thomas Street; and a vacant unit at Upper New Street which was formerly a Gala Bingo Club.

2.5 The existing vehicular and pedestrian access is taken from Heelis Street to the west of the site via a gated barrier which provides two-way entry and exit to the site. A second pedestrian access is located at the north corner to Heelis Street.

2.6 The topography of the site gently slopes downwards towards the north of the site.

2.7 The site benefits from being situated within close proximity to Sheffield Road/A628/A61 which forms a main arterial route to the M1 in the west, and Wakefield to the north.

2.8 The site is identified within Barnsley's Unitary Development Plan (UDP) as being part of the Southern Development Area within the defined town centre.

2.9 According to the Environment Agency's Flood Risk Map, the site is situated within Flood Zone 1, an area at lowest risk of flooding and therefore appropriate in this respect for residential development.

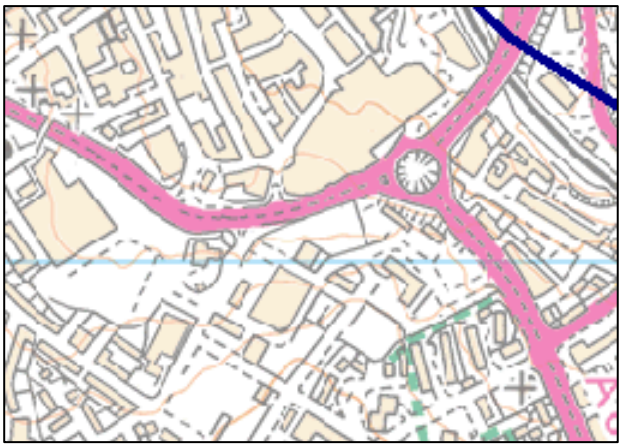

Fig 2: Extract from Environment Agency's Flood Risk Map

Proximity of Services and Public Transport

2.10 The application site is located within walking distance of the town centre, and benefits from a number of key services and facilities (Table 1).

Table 1 Facilities and Services within Close Proximity to the Application Site

Facilities and Services	Location
Local Shops	Jays (500m)
Post Office	Barnsley Centre(500m), Agnes Road (500m)
Supermarket	Morrison's (500m)
Doctors Surgery	The Kakoty Practice (500m), Gold Street Surgery (500m)
Nursery/Schools	Barnsley College (380m), Doncaster Road Primary School (380m),
Sports/Recreation	Warren Quarry Lane (650m)

2.11 In addition to the site's close proximity to local services and facilities in Barnsley Town Centre, the site has good access to public transport. The nearest bus stop is situated north-west of the site on A628 approximately 320m from the application site. The no. 43 bus provides regular and direct access to Worsborough and Pogmoor. The nearest railway station is located approximately 1km to the north of the site and is on both the Hallam and Penistone line, with trains running north towards Leeds and Huddersfield and south towards Nottingham and Sheffield.

2.12 The following series of photographs below show the nature of the application site.

Fig 3: A View of the site along Heelis Street
Fig 4: A View of the site from the north-east corner of the site

Fig 5: A View of the site from the north-east corner
Fig 6: A View showing the topography of the site

3.0 DESIGN & ACCESS STATEMENT

Use & Amount

3.1 This application proposal is for outline planning permission with all matters reserved except for access for a residential development of up to 101 residential flats.

Layout

3.2 Although all matters except access are reserved, indicative layout plans are included as part of the application package in order to demonstrate how development might be accommodated within the site. This indicative site layout plan is shown in figure 7.

Fig 7: Indicative Site Layout Plan

3.3 The indicative layout illustrates that up to 101 units can be accommodated on site with adequate amenity space.

3.4 An underground parking area is shown on the illustrative layouts which could accommodate approximately 17 vehicles, accessed by a ramp from Heelis Street, with adequate space for motorcycle storage and wheelie bin storage.

3.5 It is proposed as part of this application that the existing access be blocked off and new access be created at Heelis Street to access the underground car park. A servicing layby capable of accommodating a 10m vehicle is also proposed in the existing highway at Heelis Street.

Scale

3.6 The indicative site layout proposes a mixed level scheme to complement the surrounding locality, particularly the two storey dwellings to the south-east of the site. The higher levels reflect the 10-storey building currently being erected on land at Heelis Street, John Street and Burleigh Street, and the associated Joseph Locke House to the north which comprises of 6 storeys.

Appearance and Materials

3.7 These issues will be dealt with at the Reserved Matters Stage. The appearance and materials will reflect surrounding styles so that the development accords with the local character.

Access

3.8 The main access to the site is to be taken off Heelis Street, towards the north westerly corner of the application site.

3.9 There is a service layby proposed to the serve the residential apartment scheme in relation to refuse collection and delivery vehicles.

3.10 The accompanying Transport Assessment and Travel Plan prepared by Sandersons Associates concludes that the application site is located within a particularly sustainable location with easy access to numerous facilities on foot, and to public transport for longer journeys.

4.0 AFFORDABLE HOUSING STATEMENT

4.1 As the planning application is seeking outline planning permission, it is accompanied by an illustrative site plan which shows how the site could be developed. It is therefore important to note that the information below relates to the illustrative site plans and indicative floor layouts, and may be subject to change at the Reserved Matters Stage.

4.2 The development will provide a 15% affordable housing contribution in line with the requirements of Core Strategy policy CSP15. The indicative total mix of units are 81 x 1bed flats and 20 x 2 bed flats. Based on a requirement of 15%, this equates to 15 affordable units based on the current illustrative site plans.

4.3 As the planning application is being made in outline, it is not possible to set out the exact provision of affordable units by mix or tenure, as this will be determined at the Reserved Matters Stage.

5.0 PLANNING HISTORY

5.1 Following a search on the Council's online planning records, Table 2 highlights the planning applications associated with the application site and the adjacent Joseph Locke House.

Table 2 Planning History

Application Reference	Description	Status
B/90/1412/BA	Erection of 5 storey office Building	Granted (6th July 1990)
2009/1325	Installation of air conditioning condenser unit.	Approved with Conditions (9th December 2009)
2016/0489	Change of use from offices (B1) to 170 residential units (C3) (Prior Notification)	Prior Approval- Granted (29th June 2016)

5.2 The prior approval granted 29th June 2016 relates to the adjacent Joseph Locke House office block, which is also in the ownership of the Applicant, Empire Property Concepts. It is the Applicant's intention to undertake the conversion following the exit of the building's existing tenants in March 2018.

6.0 PLANNING POLICY CONTEXT

6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that regard be had to the development plan for the purposes of determining planning applications and that determination must be made in accordance with that plan unless material considerations indicate otherwise.

6.2 This section explores the key national and local planning policies relevant to the consideration of this application, and include:

- The National Planning Policy Framework ('the Framework')
- The Barnsley Core Strategy (2011)
- The Emerging Barnsley Local Plan (2016)
- Barnsley Unitary Development Plan (2000)
- Barnsley Designing New Housing Development Supplementary Planning Document (2012)
- South Yorkshire Residential Design Guide (2011).

The National Planning Policy Framework ('the Framework')

6.3 The National Planning Policy Framework (the Framework) sets out the Government's vision for the planning system and provides planning policies on the delivery of sustainable development.

6.4 A key thread which runs through the Framework is the presumption in favour of sustainable development. Paragraph 9 asserts the pursuit of sustainable development involves seeing positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life.

6.5 The Framework stresses the Government's objectives to create strong, vibrant and healthy communities, by creating a good quality built environment, with accessible local services that reflects community needs and support local well-being.

Delivering a Wide Choice of High Quality Homes

6.6 The Framework requires that housing applications should be considered in the context of the presumption in favour of sustainable development. Paragraph 50 seeks to deliver a wide choice of high quality homes and create sustainable, inclusive and mixed

communities. The same paragraph states that planning authorities should plan for a mix of housing based on current and future demographic trends, such as the needs of different groups in the community. This requires housing provision to challenge the needs of the market depending on factors such as affordability.

Promoting Sustainable Transport

6.7 Chapter 4 of the Framework underlines the importance of transport for facilitating sustainable development, but also in contributing to wider sustainability and health objectives. Paragraph 30 of the Framework states that local planning authorities should support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.

6.8 Paragraph 32 states that planning decisions need to take into account whether:

- *The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site;*
- *Safe and suitable access to the site can be achieved for all people.*

6.9 The distance that people need to travel in order to reach facilities and services is an important consideration in the sustainability of any project. The promotion of more sustainable modes of transport choice and the reduction in the need to travel by car should therefore be considered in the location of development.

Requiring Good Design

6.10 Section 7 of the Framework recognises the importance of good design in the delivery of sustainable development. In planning positively to deliver inclusive developments, local planning authorities are advised to assess development proposals against the following design based criteria (paragraph 58) to 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;*
- *Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;*
- *Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;*

- *Respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing on discouraging appropriate innovation.*
- *Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion; and*
- *Are visually attractive as a result of good architecture and appropriate landscaping.'*

Barnsley Core Strategy (2011)

6.11 The Barnsley Core Strategy was adopted in 2011, and sets out the strategic policy framework for the borough up until 2026. The Core Strategy now forms part of the Development Plan and is used when determining planning applications. However, the Council continues to have regard to the saved policies of the Barnsley Unitary Development Plan (2000).

Policy CSP8- Location of Growth

6.12 Policy SCP8 states that priority will be given to development in urban Barnsley and will be expected to accommodate significantly more growth than any other location within the district, especially in relation to housing to accord with its place in the settlement hierarchy.

Policy CSP9- The Number of New Homes to be Built

6.13 This policy states that during the plan period at least 21,500 net additional homes will be required.

Policy CSP10- The Distribution of New Homes

6.14 Policy CSP10 identifies the distribution of new homes during the plan period. It states that 46% of new homes should be located within urban Barnsley.

Policy CSP14- Housing Mix and Efficient Use of Land

6.15 This policy reiterates the expectation that new housing development will include a broad mix of house size, type and tenure to help create mixed and balanced communities. It also states that priority will be given to the development of previously developed land.

6.16 A minimum density of 40 dwellings per hectare will be expected, rising to 45 dwellings per hectare within good public transport corridors, and to 55 dwellings per hectare in

Barnsley Town Centre, unless a lower density is necessary for need/viability/sustainable design reasons.

Policy CSP15- Affordable Housing

6.17 This policy states that housing developments of 15 or more dwellings will be expected to provide affordable housing. In urban Barnsley, this figure is expected to be 15%, with a requirement by the developer to show the arrangements have been put in place to keep the new homes affordable.

Policy CSP17- Housing Regeneration Areas

6.18 This policy states that in urban Barnsley, the Council will support a range of housing market regeneration programmes aimed at the renewal of poor housing and the revitalisation of the neighbourhoods and communities. It reiterates that such support may include granting planning permission for housing redevelopment.

Policy CSP19- Protecting Existing Employment Land

6.19 Policy CSP19 seeks to retain existing employment land, or land last used for employment purposes. Redevelopment for non-employment uses will only be allowed where redevelopment would not result in a loss of existing jobs or employment potential, and where the buildings or land cannot satisfactorily support continued employment use.

Policy CSP25- New Development and Sustainable Travel

6.20 Policy CSP25 reiterates that new development will be expected to:

- *'be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists;*
- *provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people, and should not provide more than the maximum number of car parking spaces set out in a Supplementary Planning Document;*
- *provide a transport statement or assessment in line with the thresholds and guidance set out in Department for Transport 'Guidance on Transport Assessments' as published March 2007 (or any subsequent version)*
- *provide a travel plan statement or a travel plan in accordance with the thresholds and guidance set out in Department for Transport 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' as published April 2009 (or any subsequent version). Travel plans will be secured through a planning obligation or a planning condition'*

Policy CSP26- New Development and Highway Improvement

6.21 This policy highlights that new development will be expected to be designed and built to provide safe, secure and convenient access for all road users.

Policy CSP29- Design

6.22 Policy CSP29 reiterates that high quality design will be expected to take account of (inter alia): topography, heritage, townscape and landscape character, including the scale, layout, building styles and materials.

6.23 It also seeks to ensure that development should (inter alia): 'contribute to place making and be of a high quality'; 'help to transform the character of physical environments that have become run down and are lacking distinctiveness'; and 'contribute towards creating attractive, sustainable and successful neighbourhoods'.

6.24 Development should also help to transform the character of the physical environment that have become run down and lacking in distinctiveness and enable all people to gain access safely and conveniently.

CSP31- Town Centres

6.25 Policy CSP31 seeks to maintain and enhance the vitality and viability of Barnsley Town Centre. All town centre developments will be expected to be appropriate to the scale, role, function and character of the centres in which they are proposed.

Policy CSP40- Pollution Control and Protection

6.26 Development will be expected to demonstrate that it is not likely to result, directly or indirectly, in an increase in air, surface water and groundwater, noise, smell, dust, vibration, light or other pollution which would unacceptably affect or cause a nuisance to the natural and built environment or to people.

6.27 Development of new housing or other environmentally sensitive development will not be allowed where existing air pollution, noise, smell, dust, vibration, light or other pollution levels are unacceptable and there is no reasonable prospect that these can be mitigated against. Developers will be expected to minimise the effects of any possible pollution and provide mitigation measures where appropriate.

Emerging Barnsley Local Plan (Publication Draft 2016)

6.28 The emerging Local Plan (publication draft) identifies the application site as being located within AAP17- Southern Fringe. Within the Southern Fringe, a number of uses will be allowed, including housing. This policy states that there is potential for significant change through the redevelopment or disused and underused sites for housing and other uses complementary to the town centre.

Barnsley Unitary Development Plan Saved Policies (2000)

6.29 The Barnsley Unitary Development Plan was adopted in 2000. There are a number of saved policies from the UDP which are used in conjunction with the policies in the Core Strategy.

6.30 The site is identified within Barnsley's Unitary Development Plan (UDP) as being part of the southern development area within the defined town centre.

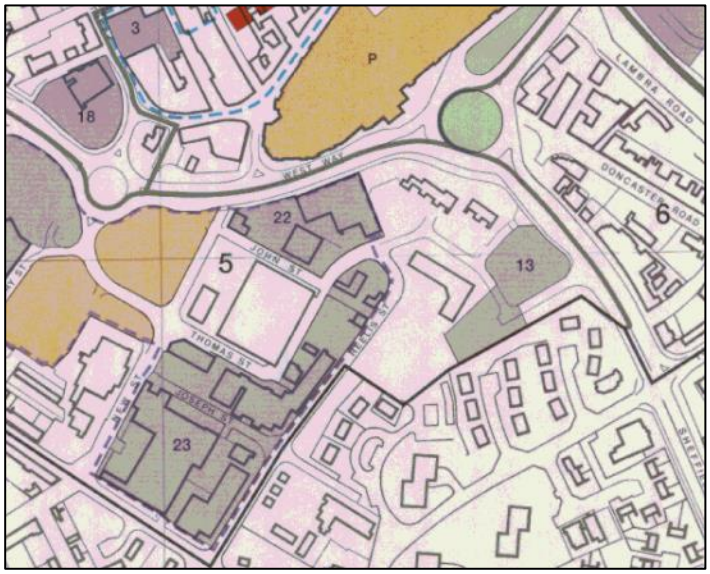

Fig 8: Extract from Barnsley UDP Proposals Map

Policy BE5- Improving Existing Areas of Poorer Quality Built Environment

6.31 This policy states that 'the Council will seek to enhance the environmental quality of existing housing, commercial and industrial areas'.

Policy H8A- Existing Residential Areas Design/Amenity

6.32 Policy H8A states:

'the scale, layout, height and design of all new dwellings proposed within the existing residential areas [this being those identified Housing Policy Areas as shown on the Proposals Map] must ensure that the living conditions and overall standards of residential amenity are provided or maintained to an acceptable level both for new residents and those existing, particularly in respect of the levels of mutual privacy, landscaping and access arrangements'.

Barnsley Designing New Housing Development Supplementary Planning Document (2012)

6.33 This SPD primarily supplements Policy CSP29 and sets out the principles that will apply to the consideration of planning applications for new housing development.

6.34 The guidance sets out the relationship between existing dwellings and space between proposed dwellings so that the design and layout of new housing development ensures high standards of privacy, light and outlook can be accommodated for existing and future residents.

6.35 The document also requires new development to be designed sensitively to its surroundings so that it remains in keeping with the surrounding vernacular.

South Yorkshire Residential Design Guide (2011)

6.36 This document provides guidance for developers and seeks to provide a clear and consistent approach to designing new development schemes. The regional guide is derived from a number of authoritative sources from across the UK.

7.0 PLANNING ASSESSMENT

7.1 This section will assess the development proposals in light of its national and local planning policy context. The key considerations are:

- Principle of the development proposal;
- Design and layout of the proposal;
- Access and highways impact;
- Drainage.

Principle of the Development Proposal

7.2 The application proposals seek to redevelop the existing car park at the site to provide a residential scheme (C3 use) of up to 101 dwellings. The illustrative plans indicate a scheme of residential apartments although all matters of detail except access are reserved. The key considerations relating to the principle of the development are considered to be the loss of the car park and the suitability of residential development in this location.

7.3 The existing car park was originally constructed to provide parking to the Joseph Locke House office block immediately to the north east. Until 2013 the building was fully occupied by HMRC but after they vacated the building, it has been only partially let to the Department for Work and Pensions whose lease expires in March 2018. The office has been the subject of a prior notification application (2016/0489) which determined that prior approval is not required for its conversion to residential flats under permitted development rights (Class O). Joseph Locke House is also within the ownership of the Applicant, Empire Property Concepts, who intend to implement the conversion after March 2018 once the building has been vacated. The prior notification proposal only includes the car park immediately adjacent to the building's entrance however, and so once the conversion is implemented then the larger car park will become redundant. The application proposals therefore seek an alternative residential use for the site in line with the increasingly residential character of the immediate vicinity.

7.4 The car park on the application site operates with a swipe system and has been solely used by the occupants of Joseph Locke House and is not generally available to the public or other businesses. As such, once the office block is vacated the loss of the car

park will not negatively impact on the availability of car parking for existing businesses or detract from the viability of employment floorspace in the area more generally.

7.5 In terms of the suitability of the site for housing, the site falls within the defined town centre of Barnsley on the UDP proposals map. Urban Barnsley is identified as a sustainable urban area where there is a need for housing growth by policies CSP8, CSP10, and CSP17 and therefore residential development in this location would be in accordance with these policies.

7.6 Policy CSP 9 of Barnsley's Core Strategy requires the provision of 21,500 homes during the plan period and this application proposal would make a modest contribution towards meeting the Council's housing requirement.

7.7 The site itself is highly accessible, located on the edge of Barnsley Town Centre and therefore in close proximity to public transport links, employment opportunities and shops and services in the town centre. Additional population in such a central location will serve to support these town centre businesses.

7.8 With the conversion of the Joseph Locke building, the surrounding land uses will be residential on three sides and therefore the proposed use will be in line with the changing character of the area. The remaining commercial uses nearby (an NHS centre, a bed retail outlet, and an auto parts store) are all compatible neighbours for a residential use.

7.9 In light of the above, it is considered that residential development at the site is acceptable in principle and in accordance with policies CSP8, CSP9, CSP10 and CSP17 of the Core Strategy.

Design and Layout of the Proposal

7.10 All matters of detail except access are reserved in this outline proposal, however an illustrative masterplan has been submitted with the application to show how a development of this density could be accommodated at the site. The outline scheme comprises an apartment block of mixed building height to reflect the different building heights of immediately surrounding land uses, which include two storey dwellings, the five storey Joseph Locke House, seven storey apartment blocks at Duke Crescent and the high-rise apartment block at John Street. The illustrative layout shows 101 single

bedroomed flats, although the accommodation mix and tenure would be confirmed at a later design stage.

7.11 The site can accommodate some onsite parking in the form of an underground car park, with the submitted plans showing up to 17 parking spaces; although due to its town centre location, a car-free development may also have been acceptable in principle.

7.12 The illustrative layout shows how residential amenity space can be incorporated into the site via an internal courtyard, and bin storage can be accommodated in the basement or elsewhere in the site area.

7.13 An existing sewer line currently passes through the site which can be diverted around the site in order to maintain a 3m easement on either side as required by Yorkshire Water.

7.14 Access to the site will be via a new access point leading down to the underground car park and details are set out at Paragraph 7.16 – 7.17 of this Report and in the accompanying Transport Assessment.

7.15 It is considered that the outline proposals show that a suitable design and layout could be achieved at the site to accommodate this scale of development. A quality development which materially enhances the quality of the local built environment and makes an efficient use of the site can be delivered, in line with policies UDP policies BE5, H8A and Core Strategy policies CSP14 and CSP29.

Access and Highways Impact

7.16 A Transport Assessment has been prepared by Sanderson Associates Ltd (August 2017) which has assessed the proposed site access, parking provision and the impact of the development on the local highway network.

7.17 The report concludes that the proposed site access has sufficient visibility to passing traffic and that there is space within the site to accommodate service vehicles through a new layby at Heelis Street, although the detailed design of this will be subject to negotiation at the detailed design stage.

7.18 In respect of impact on the highways, the report assesses the trip generation from the proposed residential use in comparison with the existing car park use and against the existing highway network and states the following at Paragraph 7.11 of the Transport Assessment:

"The comparison indicates that there would be a significant decrease in vehicular traffic of 30 two way vehicle movements during the AM peak hour, whilst during the PM peak hour predicted vehicle movements are slightly higher, by 4 movements. The PM level of increase is however, very low, especially given the likely distribution of traffic onto the various routes that are available to the site, and would not be noticed against normal daily fluctuations in traffic flows."

7.19 Although the development will result in a significant drop in the level of parking provision (113 to 20 spaces), following the conversion of the Joseph Locke House office block which currently uses the car park, there will no longer be a need for the private car park. The site is sufficiently close to Barnsley town centre and public transport links that residents will not need to be reliant on the private car; a package of measures to encourage the use of sustainable transport modes is set out in the submitted Travel Plan (Sanderson Associates, August 2017).

7.20 Due to the daytime restriction of on-street parking on Heelis Street, the report identifies there is little opportunity for overspill parking from the development to conflict with the LPA's highway aims. As such the level of parking is considered to be appropriate for the proposed development.

7.21 In light of the above, the proposals are considered compliant with Chapter 4 of the Framework and local policies CSP25, CSP26, and CSP29.

Sustainability of the Application Site

7.22 The Government's overarching guidance on sustainable development is contained in the Framework. This section of the assessment aims to address the following key headings which have been used to set out the sustainability merits of the scheme:

- Support and help revitalise the local economy;
- Reinforce Barnsley's neighbourhoods and communities;
- Provide a range of transport options; and

- Integrate high quality design and construction.

Support and Revitalise the Local Economy

7.23 The proposals will contribute to the enhancement of the local economy by providing additional dwellings in Barnsley Town Centre, which will support local businesses and services there.

7.24 The redevelopment of this site will revitalise and enhance this brownfield site and provide a high-quality development which will contribute towards the overall visual amenity and sustainability of the area.

7.25 The development of this scheme will provide a range of employment opportunities during the construction process.

Reinforce Barnsley's Neighbourhoods and Communities

7.26 The development of this scheme will contribute towards an increase of residents in the locality; thereby strengthening the sense of community and ensuring the area becomes a more vibrant and active part of the town.

7.27 The proposed layout and scale of development will remain in keeping with the character of the area and ensure that there will be no impact on the existing residential properties, particularly those adjacent to the site off Union Street.

Provide a Range of Transport Options

7.28 In accordance with current policy guidance, the development seeks to promote a means of travel other than by the private car. The application site is within walking distance of public transport routes. The application site is within 320m of a bus stop off the A628, which provides regular and direct access to Worsborough and Pogmoor. In addition, the nearest train station from the application site is located approximately 1km to the north of the site and provides frequent services towards Sheffield, Wakefield, Leeds and Nottingham. A full list of basic services and facilities that are accessible from the site on foot are listed in table 1.

7.29 A Travel Plan has been prepared by Sanderson Associates Ltd (August 2017) which sets out a range of measures by which residents will be encouraged to make the most of local public transport opportunities.

Integrate High Quality Design and Construction

7.30 The proposed development, although outline in respect of matters of detail except for access, provides the opportunity to incorporate a high-quality design and a responsive palette of materials which complements the surrounding built form. The proposed scale of the development, of up to 101 flats, will make an efficient use of the land whilst providing suitable amenity for residents and reflecting the densities of the surrounding area. It will not have a negative impact on the overall understanding or architectural language of the existing building including its design.

7.31 In light of the above assessment, the proposals are considered to represent sustainable development.

Drainage

7.32 The application site is located in Flood Zone 1, an area at the lowest risk of flooding and therefore suitable for residential development in this respect.

7.33 A Drainage Impact Assessment has been prepared by Alan Wood and Partners (April 2017) to assess the impact of the proposed development on the drainage network.

7.34 The report sets out that foul water drainage will be collected in a separate private below ground foul water sewer system.

7.35 In terms of surface water run-off, at present the site comprises 0.26ha of hardstanding and run-off is calculated as being 34.76 l/sec. The development proposals seek to reduce the surface water run off by 30% to 24.33 l/sec. This can be achieved by reducing the hard standing on the site and installing surface water drains to connect to the public sewer. SUDS cannot be achieved due to poor ground conditions. A layout of the new surface water network is contained at Appendix 1.5 of the DIA report.

7.36 On the basis of the submitted drainage strategy, the proposed development will not increase the risk of flooding offsite from surface water run-off and a suitable drainage strategy can be secured, to be designed in detail at the reserved matters stage.

Summary

7.37 In light of the above assessment, the application proposal is considered to be compliant with relevant planning policy. The proposed residential development is located a

sustainable location adjacent to the town centre of Barnsley in close proximity to local shops and services as well as public transport links. As such, the development proposals are in accordance with the Government's objectives of sustainable development.

7.38 The development provides an efficient redevelopment of a car park which is soon to become redundant, within a sustainable location. The proposals contribute to a shortfall in housing supply and provide economic benefits to the local economy and local businesses both during the construction phase and once the homes are inhabited through the support of local businesses. Additional residential population in this area will provide social benefits through strengthening the local community.

7.39 There are considered to be no material constraints that would prevent the development of the site, and the proposal is considered in line with national and local planning policy.

8.0 CONCLUSION

8.1 This Planning, Design and Access Statement has been prepared by DLP Planning Ltd on behalf of Empire Property Concepts, in support of an outline planning application for a residential development with all matters reserved except for access, at the former HMRC Car Park, Heelis Street, Barnsley.

8.2 This statement has provided an analysis of the site context, including its location and physical characteristics, as well as the relevant national and local planning policy and assesses the compliance of the proposals within this context.

8.3 It is concluded that the application proposals represent a form of development that will contribute to the demand for housing in Barnsley. In particular, it will benefit from the following merits;

8.4 A sustainable, urban location, within easy walking distance to nearby services, facilities and public transport networks;

- Redevelopment of a car park which is due to become redundant following the conversion of the neighbouring Joseph Locke House from March 2018;
- Valuable contribution to Barnsley's housing requirements;
- Compliance with development plan policy objectives.

8.5 The proposals represent sustainable development in-line with the strong presumption in favour of sustainable development as per the National Planning Policy Framework and significant public benefits to the site, and wider economy which will result from this development.

8.6 In light of the above, it is respectfully requested that outline planning permission is granted for the proposed development at the former HMRC Car Park.

BEDFORD - BRISTOL - CARDIFF - LEEDS - LONDON - MILTON KEYNES - NOTTINGHAM - RUGBY - SHEFFIELD

BEDFORD
4 Abbey Court
Fraser Road
Priory Business Park
Bedford
MK44 3WH

Tel: 01234 832 740
Fax: 01234 831 266
bedford@dlpconsultants.co.uk

BRISTOL
Broad Quay House (5th floor)
Prince Street
Bristol
BS1 4DJ

Tel: 0117 905 8850
bristol@dlpconsultants.co.uk

CARDIFF
Sophia House
28 Cathedral Road
Cardiff
CF11 9LJ

Tel: 029 2064 6810
cardiff@dlpconsultants.co.uk

LEEDS
Princes Exchange
Princes Square
Leeds
LS1 4HY

Tel: 0113 280 5808
leeds@dlpconsultants.co.uk

LONDON
The Green House
41-42 Clerkenwell Green
London
EC1R 0DU

Tel: 020 3761 5390
london@dlpconsultants.co.uk

MILTON KEYNES
Midsummer Court
314 Midsummer Boulevard
Milton Keynes
MK9 2UB

Tel: 01908 440 015
Fax: 01908 357 750
miltonkeynes@dlpconsultants.co.uk

NOTTINGHAM
1 East Circus Street
Nottingham
NG1 5AF

Tel: 01158 966 620
nottingham@dlpconsultants.co.uk

SHEFFIELD / SPRU
Ground Floor
V1 Velocity Village
Tenter Street
Sheffield
S1 4BY

Tel: 0114 228 9190
Fax: 0114 272 1947
sheffield@dlpconsultants.co.uk

WILBRAHAM ASSOCIATES RUGBY
18a Regent Place
Rugby
Warwickshire
CV21 2PN

Tel: 01788 562 233
info@wilbrahamassociates.co.uk