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**PLANNING SUPPORTING STATEMENT
DETAILED APPLICATION FOR 5 NO DWELLINGS
(INCLUDING DEMOLITION OF DWELLING)**

**LAND OFF DODWORTH ROAD (315),
BARNLEY**

MR J HEWITT

FEBRUARY 2015

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1.0 INTRODUCTION

This application, which is submitted in detail, seeks the development of 5no dwellings on land off Dodworth Road, Barnsley following demolition of the existing dwelling at 315 Dodworth Road.

The following supporting documents/information is also submitted with the application:

- (i) Full plans and elevations;
- (ii) Planning Support Statement – Townsend Planning Consultants;
and
- (iii) Highways Statement – PAH Consulting.

This statement is submitted in support of the application and to provide the Council with full information to aid the authority in the discharge of its development control function. It is clear by reference to the planning history that the principle of the redevelopment of this site for residential purposes was considered acceptable by the Council subject to overcoming any highways issues. Those issues are now fully addressed in the supporting Highways Document. It is considered that this statement, together with the accompanying documents demonstrate that the proposal is acceptable.

This statement now goes on to describe the site and sets out the details of the proposal. Following this, planning policy in the form of Central Government advice (the National Planning Policy Framework) and the Council's adopted development plan policies are examined. The issues that the proposal raises are then examined and finally the conclusion reached that in the context of the Development Plan and all material considerations outline planning permission should be forthcoming.

Notwithstanding this, the applicant remains willing to provide any further information or clarification on any issues that may arise.

2.0 THE SITE, PROPOSAL AND PLANNING HISTORY

The subject site is located to the west of Barnsley and is in close proximity to junction 37 of the M1. The site is located to the north of properties which front on to Dodworth Road and currently forms private open land, together with the dwelling and curtilage of 315 Dodworth Road. The site essentially triangular in shape, bounded by housing and the railway line and extends to 0.95 hectares or thereabouts.

The site is situated in a predominately residential area which is on a major public transport route and close to schools and shopping facilities. The site is in a sustainable location.

To the north the site bounds a railway line and to the south of the site is residential development. To the west of the site is the M1 and to the south and east is housing development (Dodworth Road to south and Crown Hill Road to east).

It is noted that planning permission has previously been refused on land at 315 Dodworth Road for 4no. detached dwellings (ref: B/05/1154/B). The reason for refusal of the application was the Council considered that:

“The proposed development would have an adverse impact on the surrounding highway network and would be detrimental to the free and safe flow of other traffic on the highway contrary to Unitary Development Plan Policies T2 and H8D”.

It will be noted that there were no planning reasons stated for refusal.

This application is supported by a Highways Report fully detailing how these concerns and issues are overcome in the proposed scheme. It

should be noted that 315 Dodworth Road will be demolished in order to provide suitable access.

Overall, the site constitutes an underused urban resource which is located in a residential area. This application seeks to utilise the site which is within a sustainable location to develop five dwellings, as shown on the submitted plans. The proposal involves the following:-

- (i) The formation of a private driveway off Dodworth Road to access to the proposed dwellings;
- (ii) Demolition of an existing dwelling (315 Dodworth Road) to ensure safe access; and
- (iii) The erection of 5 no detached dwellings, their associated parking spaces and their associated amenity space.

It is clear that the principle of the redevelopment of this site for residential purposes is acceptable by reference to the planning history subject to overcoming highways issues. It is considered that the form of development will form an attractive modern development within a sustainable urban area which complies with the Council's standards and raises no issues of harm. The site will also provide for low density/high quality housing which has been identified as being in short supply within the District. It also considered that previous highways issues have been fully dealt with in the proposed scheme and in particular detail with reference to the supporting Highways Report. It is, therefore, anticipated that planning permission will be forthcoming. Nevertheless, the applicants remain willing to discuss all aspects of detail with the Council, including design issues.

3.0 PLANNING POLICY AND CENTRAL GOVERNMENT POLICY ADVICE

By virtue of Section 36(6) of the Planning & Compulsory Purchase Act 2004, the planning authority must determine the application in accordance with the statutory development plan, unless material considerations indicate otherwise. The importance of the statutory development plan in the decision making process necessitates an examination of the relationship of the policies of the plan to one another and to available government guidance, principally through published policy guidance and circulars.

3.1 Central Government Policy Advice

It is considered that the following central government policy advice in the form of the NPPF is relevant to the consideration of this proposal:-

3.1.1 The National Planning Policy Framework

In the Ministerial Forward it states:-

“The purpose of planning is to help achieve sustainable development.”

The Minister goes on to state:-

“Development that is sustainable should go ahead without delay – a presumption in favour of sustainable development that is the basis for every plan, and every decision.”

Para 7 of the Framework goes on to state that there are three dimensions to sustainable development: economic, social and environmental.

Para 11 goes on to state:-

“Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.”

Para 13 outlines that:-

“The NPPF constitutes guidance for local planning authorities and decision takers both in drawing up the plans and as a material consideration in determining applications.”

Para 14 goes on to state:-

“At the heart of NPPF is a presumption in favour of sustainable development which should be seen as a golden thread running through both plan making and decision taking.” ...

“For decision taking this means:-

- ***Approving development proposals which accord with the Development Plan without delay ...”***

It is considered that this proposal constitutes sustainable development.

Section 6 relates to delivering a wide choice of high quality homes and seeks to boost the supply of housing.

Para 49 goes on to state:-

“Housing applications should be considered in the context of the

presumption in favour of sustainable development.”

At para 50 it goes on to state:-

“To deliver a wide choice of high quality homes widen opportunities for home ownership and create sustainable, inclusive and mixed communities local planning authorities should:

- Plan a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes).”***

Para 51 goes on to state:-

“Local Planning Authorities should identify and bring back into residential use empty housing and buildings in line with local housing and empty home strategies ...”

Section 7 relates to requiring good design. At para 56 it states:-

“The government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development is indivisible from good planning and should contribute positively to making places better for people.”

With regard to decision taking at para 108 the advice states:-

“Local planning authorities should approach decision taking in a positive way to foster the delivery of sustainable development”.

At para 87 it goes on to state:-

“Local planning authorities should look for solutions rather than problems and decision takers at every level should seek to approve applications for sustainable development where possible.”

With regard to determining applications, at Para 197 it states:-

“In assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development”.

It is considered that the subject proposal, which clearly constitutes sustainable development, is entitled to the presumption inherent in the advice and should be approved without delay.

3.2. Local Planning Policy

The Development Plan for Barnsley MBC consists of the Core Strategy (September 2011) and the Saved Unitary Development Plan Policies (September 2011). It should be noted that these documents predate the current National planning guidance (the NPPF). It should be noted that on the UDP proposals map the site falls within the Housing Policy Area.

3.2.1 LDF - Core Strategy

The following policies are considered relevant to the proposal:

(a) CSP 8- The Location of Growth

The policy sets out the overall strategy for development and sets out the main focus for development is Urban Barnsley, which the site is located within.

(b) CSP 9 – The Number of New Homes to be Built

The policy sets out that ***“at least 21500 net additional homes during the period 2008 to 2026”***.

(c) CSP 10 – The Distribution of New Homes

The policy sets out that during the period of 2008 to 2026 Urban Barnsley will provide 9800 new homes which is 46% of the district's housing.

(d) CSP25 – New Development and Sustainable Travel

In line with this policy links to existing public transport will be utilised and sufficient vehicular parking provided.

(e) CSP 26 – New Development and Highway Improvement

The new road development will be sufficient to provide safe, secure and convenient access for all road users as detailed in the supporting highways report.

(f) CSP 29 – Design

The general design of the proposed development will meet the

requirements of this policy. The detailed design will be detailed further in a Reserved Matters Application subject to Outline Planning Permission being granted.

3.1.2 Unitary Development Plan Saved Policies

The saved UDP policies relevant to the proposals are as follows:

(a) H8 and BA2

The policies sets out that Housing Policy Areas will remain in predominately residential use.

(b) H8A

The general scale, layout, height and design of the proposed dwellings will ensure that living conditions and standard of residential amenity are at an acceptable level for new and existing residents. Detailed design will be undertaken at the reserved matters stage subject to the grant of outline planning permission.

(c) H8D

It is considered that the new proposal would not harm the local environment, not cause any traffic problems and critically not create any traffic problems as set out in the supporting highways report.

3.3 Emerging Planning Policy

It is of note that the Council have proposed to allocate the land as green space in the latest Consultation Draft Local Plan. It should be noted that

Townsend Planning Consultants on behalf of Mr Hewitt have submitted a formal objection to this allocation in the recent consultation process. As the Plan is only in its early stages and a formal objection has been lodged, no weight should be given to the proposed allocation.

3.4 Conclusion

It is clear from the above that the site both conforms with current Local and National Planning policy.

4.0 OTHER ISSUES

4.1 The Development Plan

The Development Plan is the starting point for the consideration of these proposals. It is considered that the proposal wholly conforms with the Development Plan (as evidenced by the previous grant of planning permission) and, by reference to Section 38 (6) of the Act, the presumption inherent should be weighed in favour of the applicants.

4.2 Other Material Considerations

It now falls to consider the proposal in the light of all other material considerations.

4.2.1 Planning History

Following the consideration of the proposal, in the context of the Development Plan it is then necessary to examine the proposal in the light of the planning history. It is clear that although the Council previously refused an application for 4no dwellings off 315 Dodworth Road (B/05/1154/B), the only grounds were for highways reasons. The highways issues have been fully dealt with in the supporting Highways Report and of note is that 315 Dodworth Road is now to be demolished to provide suitable access.

4.2.2 The Form of Development

It is clear that the site can accommodate 5no detached dwellings without giving rises to issue of harm. The proposal meets with the Council's space about building standards. It is considered that the scheme as

submitted is carefully considered, sensitively designed and takes full account of the relationship with surrounding properties, whilst it should be noted that the plans at this stage are for outline permission purposes.

It is recognised that the density standards of the proposal will not meet the normal requirements of policy. However, clearly owing to highway constraints a fully adoptable highway to serve more than 5no dwellings cannot be provided. Access constraints dictate a low density development. It will be noted that the Council have identified a lack of high quality, low density housing that this proposal will provide.

4.2.3 Impact on Residential Amenity

As shown on the submitted plans, the proposals for this site meet fully with the Council's standards in terms of space about buildings. It is considered that the properties are of sufficient distance from properties around not to impact on the residential amenity of neighbouring properties. Full consideration of this matter would be taken at a reserved matters stage.

4.2.4 Highways

A detailed Highways Statement is submitted with this application which demonstrates that the proposal is acceptable in highway terms. It should be noted that the proposed housing is limited to 5no. to ensure that private driveway standards are met.

4.2.5 National Planning Policy Framework

As outlined above, this proposal wholly conforms with the National Planning Policy Framework and constitutes sustainable development and significant weight should be given to this matter.

5.0 CONCLUSION

This application seeks detailed planning permission for the construction of 5 No dwellings (following the demolition of the existing property). The site is an underutilised urban resource within a sustainable location and can provide much needed housing within “Urban Barnsley” (including high quality, low density housing). Highway issues have historically precluded development of the site being brought forward. The detailed Highways Report submitted with this application demonstrates that the proposal is acceptable in highway terms.

It was demonstrated the proposal conforms with the Development Plan and, as such, the applicant is entitled to the presumption inherent in Section 38 (6) to be weighed in his favour. In the absence of harm, it is considered that planning permission should be forthcoming. Nevertheless, the applicant is willing to discuss all aspects with the Council.