

SUPPORTING PLANNING STATEMENT

VICTORIA STREET, BARNSELY

**DEMOLITION OF 2NO. EXISTING BUILDINGS AND
RESIDENTIAL DEVELOPMENT OF 6NO. DWELLINGS**

FOR MR OTULAKOWSKI

NOVEMBER 2012

1.0 DESCRIPTION OF THE DEVELOPMENT

This supporting planning statement supports a planning application by Mr Otulakowski for the residential development of a site on Victoria Street, Barnsley for 6no. detached residential dwellings.

This is a full planning application and the proposed layout indicates a linear development of 6no. dwellings fronting on to Victoria Street and Victoria Avenue.

The site is currently occupied by a number of non residential buildings which have a utilitarian appearance and have been used for a number of business and teaching facilities.

The proposed dwellings are two and a half/three storey dwellings of a traditional form. The dwellings are proposed to be constructed with natural stone frontages and brick side and rear elevations.

With the exception of Plot 2 the dwellings are single frontages with dormer windows within the roofspace and have four bedrooms. Plot 2 is an individual unit with central three storey gable feature and splayed projecting 'wings' providing a feature property at the corner of Victoria Street and Victoria Avenue. This dwelling has five bedrooms and extensive living accommodation. Each of the properties are provided with private rear garden areas and car parking spaces within a private/gated courtyard.

2.0 NATIONAL PLANNING POLICY

The National Planning Policy Framework (NPPF)

The NPPF was published in March 2012 and superseded all previously published Planning Policy Guidance documents (PPG's) and Planning Policy Statements (PPS's).

Paragraph 9 of the NPPF refers to provision of a choice of high quality dwellings and states that:

"Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment as well as in people's quality of life, including (but not limited to):

- *Making it easier for jobs to be created in cities, towns and villages;*
- *Moving from a net loss of biodiversity to achieving net gains for nature;*
- ***Replacing poor quality design with better design;***
- *Improving the conditions in which people live, work, travel and take leisure; and*
- ***Widening the choice of high quality homes.***

At paragraph 50, the NPPF refers to delivering housing need and states that:

"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 for a mix of housing based on current and future demographic trends, market trends and the needs of different groups within 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 new homes;*
- *Identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand; and*
- *Where they have identified that affordable housing is needed, set policies for meeting this need on site, unless offsite provision or a financial contribution of broadly equivalent value can be robustly justified (for example to improve or make more effective use of the existing housing stock) and the agreed approach contributes to the objective of creating mixed and balanced communities. Such policies should be sufficiently flexible to take account of the changing market conditions over time."*

Paragraph 56-58 refer to design indicate the need for good design in developments and state that this is central to sustainable development.

Paragraphs 60 and 61 further state that:

"Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is however, proper to seek to promote or reinforce local distinctiveness..."

Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.

Paragraph 137 refers to new development within Conservation Areas and states that:

"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 or better reveal the significance of the asset should be treated favourably."

3.0 LOCAL PLANNING POLICY

Barnsley Core Strategy

Policy CSP 2 refers to Sustainable Construction and states that:

"Development will be expected to demonstrate how it minimises resource and energy consumption, compared to the minimum target under current Building Regulations legislation, and how it is located and designed to withstand the longer term impacts of climate change. All new dwellings will be expected to achieve at least a level 3 rating under the Code for Sustainable Homes or equivalent. This requirement will rise over the plan period and by 2013 new dwellings should achieve at least level 4, rising to level 6 by 2016. All non-residential development will be expected to achieve at least BREEAM standard of 'very good' or equivalent."

Policy CSP 8 provides advice on the location of growth in the Barnsley Borough and states that: *"Priority will be given to development in the following locations: Urban Barnsley, Principal Towns of Cudworth, Wombwell, Hoyland, Goldthorpe (Dearne Towns), Penistone and Royston. Urban Barnsley will be expected to accommodate significantly more growth than any individual Principal Town to accord with its place in the settlement hierarchy. Development in Penistone will be restricted to that which will facilitate Penistone's renaissance as a market town, therefore predominantly related to economic growth. Development will only be allowed in villages if it is consistent with Green Belt policy or is necessary for the viability of the settlement and to meet local needs."*

Policy CSP 14 gives advice on Housing Mix and Efficient Use of Land and states that:

"Housing proposals will be expected to include a broad mix of house size, type and tenure to help create mixed and balanced communities. Homes must be suitable for different types of households and be capable of being adapted to meet the changing needs of the population. Proposals to change the size and type of existing housing stock must maintain an appropriate mix of homes to meet local needs. Priority will be given to the development of previously developed land and we will seek to achieve between 55% and 60% of homes to be built on previously developed land. 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. Lower densities will only be supported where it can be demonstrated that they are necessary for need, viability or sustainable design reasons."

Policy CSP 17 states that Urban Barnsley lies within a Housing Regeneration Area and in such areas of low housing demand a range of housing market regeneration programmes aimed at the renewal of poor housing and the

revitalisation of the neighbourhoods and communities will be supported. The policy states that:

"Such support may include: encouraging housing growth by granting planning permission for housing redevelopment addressing the density and mix of housing types and tenure giving full weight to agreed masterplans produced under housing regeneration area programmes providing new infrastructure to support the sustainability of communities."

Policy CSP 25 'New Development and Sustainable Travel' indicates 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. Where levels of accessibility through public transport, cycling and walking are unacceptable, we will expect developers to take action or make financial contributions in accordance with policy CSP 42. 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."

Policy CSP 29 refers to Design and provides the following design principals:

"High quality development will be expected, that respects, takes advantage of and enhances the distinctive features of Barnsley, including: topography, Green Infrastructure assets, important habitats, woodlands and other natural features views and vistas to key buildings, landmarks, skylines and gateways heritage, townscape and landscape character including the scale, layout, building styles and materials of the built form particularly in and around: Barnsley Town Centre, Penistone and the rural villages in the west of the borough within and adjacent to Conservation Areas:

Development should:

- contribute to place making and be of a high quality, that contributes to a healthy, safe and sustainable environment;*
- help to transform the character of physical environments that have become run down and are lacking in distinctiveness*

- *enable all people to gain access safely and conveniently, providing, in particular, for the needs of families and children, and of disabled people and older people contribute towards creating attractive, sustainable and successful neighbourhoods*
- *achieve a Building For Life assessment rating of 'good' or equivalent as a minimum, in developments of 10 or more dwellings."*

Policy CSP 30 'The Historic Environment' states that:

"We will positively encourage the management, conservation and enjoyment of Barnsley's historic environment and make the most of the heritage assets which define Barnsley's local distinctiveness. Development which affects the historic environment and Barnsley's heritage assets and their settings will be expected to protect or improve:

- *the character and/or appearance of Conservation Areas*
- *the character and/or appearance of Scheduled Ancient Monuments*
- *the character and/or appearance of Listed Buildings (including any locally listed buildings or buildings of archaeological significance) archaeological remains of local or national importance*
- *the character and/or appearance of historic parks and gardens and other historic landscapes including key views from and within these landscapes."*

Emerging Barnsley Town Centre Area Action Plan

This document identifies the site as being within the Churchfield District, which is described as a Victorian residential area, much of which is a Conservation Area. It goes on to state that while non residential uses can be acceptable in residential areas it is important to make sure that only developments which contribute to the local community and are sympathetic to the character and appearance of the area are allowed.

Paragraph 11.3 states that:

"We will aim to lessen the impact of cars where possible. Improvements to public realm including street furniture should consider the historic context and special character of the area, and where possible, use materials that are more appropriate to the historical context. Opportunities are based around redevelopment, and should be designed to fit with the existing urban context of the area and appropriately in terms of massing and scale."

South Yorkshire Residential Design Guide

Applies predominantly to residential developments of 10 dwellings or more but some of the principals are relevant to smaller developments. It promotes high

quality design and development which is sensitive to the context in which it is located.

4.0 ASSESSMENT OF PLANNING POLICY

Principle

The application site lies within a predominantly residential area and whilst the existing Fairfield House and its surrounding buildings are within a mixed commercial use, the character of the area along Victoria Street is undoubtedly residential.

Given the nature of the buildings which currently occupy the site, the proposed residential development would not only remove utilitarian structures which bear no resemblance to the Victorian character of the area but also would allow a new residential development, contributing to the provision of housing (to meet the identified need) within Barnsley and allow the site to be returned to a residential use by utilising brownfield land.

The proposed development achieves a density of approximately 30 dwellings per hectare. Whilst Policy CSP 14 aims to promote a minimum density of 55 dwellings per hectare in the town centre it should be noted that this site lies within a key Conservation Area where the existing character of the area should be weighed against the density requirements of this policy. Policy CSP 14 goes on to say that lower densities will only be supported where it can be demonstrated that they are necessary.

In this instance, the Victorian character of the area with its large detached, semi-detached and large terraced properties defines the appearance of the Conservation Area. This site is a brownfield site and its development will assist in delivering housing to meet with the housing need identified for Barnsley in accordance with paragraph 50 of the NPPF. Whilst it is within the town centre, to achieve 55 dwellings per hectare would result in a development of 11 dwellings. The constraints in terms of the shape of the site, separation to the existing Fairfield House and character of the area would hinder a denser development of this site and would result in very small terraced properties or apartments, neither of which are existing features within the Conservation Area.

In this regard, the proposed development is a high quality one which takes account of not only the general character of the Conservation Area in terms of the size and spacing about the existing dwellings but also takes account of the design features and architectural style which makes a positive contribution. In this instance it is therefore considered to be adequately justified that a lower density of development should be allowed on this site. The development is therefore considered to accord with paragraph 9 of the NPPF.

Sustainability

In accordance with Core Strategy Policy CSP 2, the proposed development will achieve a minimum of Code Level 3 in the Code for Sustainable Homes.

Furthermore in relation to sustainability, the site lies close to Barnsley Town Centre which has excellent links to public transport and services within the town centre. The level of car parking accords with the Council's Standards and in addition, each dwelling will be provided with a Travel Pass from the South Yorkshire Passenger Transport Executive (for one year) to encourage the use of public transport in accordance with CSP 25.

Design, Scale, Residential Amenity

As set out in the Design and Access Statement the proposed development seeks to remove 2 no. existing buildings which are of a poor quality and fail to make any contribution to the street scene or Conservation Area and provide a high quality residential development of 6 no. dwellings within this Conservation Area.

The proposed development does not seek to make a pastiche of the surrounding Victorian dwellings but to make a modern interpretation of them which will provide a development which follows and respects the character and form of the surrounding area. The proposed materials are of a high quality and follow those used in the surrounding area (i.e. natural stone and brick with slate roof tiles).

Each of the proposed dwellings are provided with private garden areas which meet the standards set out in local policies and all have individual car parking spaces which will alleviate concerns of further on street parking in the vicinity. There are a number of trees adjacent to the site but these are outside of the site area and are proposed to be retained. Additional landscaping of the site can be secured by way of condition.

All standard separation distances are achieved to the existing residential properties surrounding the site, there would not therefore be any detrimental impact on residential amenity by way of overshadowing, overbearing or loss of privacy. In fact by removing the existing commercial (performing arts centre) and replacing the site with a residential development will be likely to reduce the disturbance to existing residents.

Highways and Access

The development results in an improved access to the site adjacent to No. 12 Victoria Street, the proposed access is designed to be to adoptable standards as it serves the car parking spaces to the proposed 6 no. dwellings and the car parking to the existing office space at No. 12. A bin store is provided within the site and a turning area capable of turning a refuse vehicle is also provided.

The level of car parking (16no. spaces) is in accordance with the Council's Standards and whilst the site is considered to be in a sustainable location, this part of Barnsley Town Centre is identified in the Core Strategy as being sensitive in terms of existing car parking and on street parking. Notwithstanding that, it is proposed to provide a Travel Pass to each of the dwellings for a period of 1 year.

Trees

The application site contains a small number of trees in the existing car parking area to the rear of No. 12 Victoria Street and there are also trees in the adjacent site at Fairfield House and in the gardens of the neighbouring properties which lie across Victoria Avenue.

In terms of the car parking to the rear of No. 12 it is proposed to use one of the speciality products designed for use within Root Protection Areas of Trees in the relevant area. A Tree Survey is included with the application and given the distance of the proposed development and the existing hardstandings close to the trees there would be no detrimental impact from the proposed development.

5.0 CONCLUSION

In conclusion, the submission of this application has been carefully considered in light of the planning policies at National Level (NPPF) and at Local Level (Core Strategy) and the design response and form of development is consistent with those policies mentioned in this report.

We therefore respectfully request that Officers and Members support this application.