For and on behalf of
Mr P Hayselden

PLANNING, DESIGN AND ACCESS STATEMENT

Outline Planning Application for Erection of a Single Dwellinghouse on Land to the Rear of 184 Wath Road, Elsecar, Barnsley

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July 2011

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1.0 Introduction

1.1 This statement has been prepared by DLP Planning Ltd on behalf of the applicant Mr Hayselden in support of the outline planning application for erection of a single dwelling house on land to the rear of Wath Road, Elsecar.

1.2 The application seeks confirmation of access to the site as part of this outline application, whilst all other matters are reserved.

1.3 This statement will address the following topics in relation to the proposed development:

- Site context
- Planning history
- Development proposal
- Planning policy and assessment
- Design statement
- Access statement
- Conclusions

1.4 The statement has been written in accordance with Government Circular 01/2006 – Section 3 Design and Access statements which came into force on the 10th August 2006.

1.5 The submitted application is also accompanied by a transport statement, which specifically addresses matters raised by a previous planning application relating to development on the site.

2.0 Site Description

2.1 The application site is located to the rear of 184 Wath Road, Elsecar. The site is approximately 7km to the south east of Barnsley town centre.

2.2 The application site comprises a parcel of land of approximately 0.1ha, which is currently used as part of the private garden, parking and access area to the rear of 184 Wath Road.

2.3 Photograph 1 below identifies the location of the proposed development within the local area.



Photograph 1: Site location and access from Cobcar Lane.

Local Context

2.4 The area that surrounds the site is predominantly residential in nature and is made up of primarily 2 - 2.5 storey terrace and detached properties developed at various stages during the post war period.

2.5 To the north and east of the application site is residential development comprising a recently constructed housing development (photograph 2). This development is predominantly 2 - 3 storey in height and has a tight urban grain.



Photograph 2 – New housing development at Shire Oaks Drive

2.6 These properties are adjacent to the application site and are accessed from Shire Oaks Drive, which leads from Wath Road to the south east.

2.7 To the west are a small number of allotments understood to be utilised by local residents.

2.8 To the south of the site is the applicant's existing dwelling house at 184 Wath Road. Further to the south of this and adjacent to the access to the application site is a communal car parking area and a number of garages (photograph 3), which serve the residents of properties on the corner of Wath Road and Cobcar Lane.



Photograph 3 – Garages adjacent to the site access route

2.9 The applicant has a right of access across this car parking area and currently utilises this route to access parking to the rear of their property within the application site.

2.10 The applicant also benefits from a further access to the front of their property via a private driveway leading from Wath Road.

2.11 The area directly to the south of the application site including the property at 184 Wath Road and the garage/car parking area forming the access to the site are located within the Elsecar Conservation Area (photograph 4).



Photograph 4 – Dwelling houses fronting Wath Road within the Conservation Area

2.12 The designation of this conservation area is based primarily on the historic buildings and former miners dwellings forming the corridor along Wath Road to the south of the site. The new residential development to the north and east of the site and the site itself is outside of the conservation area.

2.13 The area is well served by public transport with routes operating along both Wath Road and Cobcar Lane, providing sustainable links to Barnsley Centre, Hoyland and surrounding settlements.

Application Site

2.14 The site itself is a rectangular shaped parcel of land forming part of the rear garden and serving as a parking area to the property at 184 Wath Road, which is owned by the applicant.

2.15 The existing access to the site is from Cobcar Lane between 1 Cobcar Lane and 162 Wath Road and across the car parking area to the rear of these properties.

2.16 The access to the site from the private drive is secured by an existing gateway located within the boundary of the site. This leads to an area of hardstanding for vehicles and a grassed area of amenity space as shown in photograph 5, which is found to be surplus to the requirements of the applicant who resides within number 184 Wath Road.



Photograph 5 – Access to the application site from the private access route

3.0 Planning History

3.1 The Council's planning records indicate that there is one previous planning application of relevance to the current proposals.

3.2 B/01/1062/HN This application was made in outline for the erection of a dwelling on the current application site. The application was refused in October 2001.

3.3 The decision notice set out a single reason for refusal as follows:

- The proposal will intensify the use of the sub-standard access, which fails to meet the Council's satisfaction in terms of width and visibility from Cobcar Lane, close to the junction with Wath Road. In the opinion of the Local Planning Authority, the proposal is contrary to UDP policy T2 and will be likely to give rise to conditions prejudicial to highway safety.

3.4 The decision to refuse the application was subject to an appeal in 2002 (ref: 1079461) during which the Inspector considered the principle of residential development on the site and the proposed access arrangement.

3.5 The Inspector considered that the fundamental point in terms of highway safety was whether the proposal would lead to a demonstrable increase in the number of vehicles accessing the site. He found that at the time of the application the access from Cobcar Lane to the property lead only to a grassed area with no parking provision or hard standing within the site, he therefore considered that an intensification in the use of the proposed access was likely as a result of the application.

3.6 The Inspector also found visibility from the access point onto Cobcar Lane to be restricted based on the standards at that time as set out in Design Bulletin 32 and on the basis of a lack of accident data raised concerns regarding general highway safety in relation to the access.

3.7 On the basis of the above the appeal was dismissed. No other reasons for dismissal of the appeal were provided.

4.0 Development Proposal

4.1 The development proposal is for the erection of a single dwelling house with access to be considered at this outline stages and all other matters to be reserved.

4.2 Although matters of design, appearance, scale and landscaping are reserved the design and access statements in sections 6 and 7 provide an indication of the level of development to enable the impact of future development to be considered.

4.3 The access to the proposed dwelling would be via the established access from Cobcar Lane via third party land. In order to prevent an intensification of this access, the applicant would agree to cease their current use of this access for number 184 Wath Road and would instead use the alternative access from Wath Road to the south east. Therefore the existing level of use of this access would remain unchanged.

Changes from the previous appeal

4.4 It is considered appropriate at this point to set out the changes that have taken place since the time of the previous application for a similar form of development on the site, particularly with regard to the access.

4.5 The vehicular access to the site is now been used as the primary access to the dwelling house at 184 Wath Road and this has been the case for approximately 7 years. In relation to this the vehicular entrance to the site and parking area within the site are well-established.

4.6 Since the original planning decision was made in 2001, there have also been a number of alterations undertaken to the junction of Cobcar Lane and Wath Road. These have been undertaken by the Council's highways department and include clearer road markings and a central pedestrian island adjacent to the junction.

4.7 Most importantly the entrance to the bell mouth of the junction has been reduced to create a greater deflection on the approach to the stop line. The impact of this has been to improve visibility of the junction and to prevent cars from sweeping through the turning, therefore the speed of vehicle movements would be reducing in close proximity to the access point

4.8 Furthermore, the previous Inspector found visibility from the access point onto Cobcar Lane to be restricted with reference to visibility standards at that time as set out in Design Bulletin 32. Since this time the visibility guidance lines set out in national policy have been reduced as set out in the transport statement.

4.9 Although it is acknowledged that the visibility splays are still below those required, as an established access within no increase in vehicular movements proposed it is considered that the arrangement is acceptable.

4.10 No accident data was presented in relation to the previous proposals, however the transport assessment has drawn on such data and found that there have been no accidents relating to cars entering or leaving the access point onto Cobcar Road in the last 5 years.

4.11 In addition to these transport matters, further residential development has been completed to the north of the application site and the surrounding area is now more predominantly residential in character where previously the site represented a boundary with the edge of the settlement.

4.12 On the basis of these changes the applicant considers that the erection of a single dwelling house on the application site represents efficient use of land.

4.13 As neither the Council nor the Inspector raised any concerns regarding the principle of residential development on the site, it is therefore considered to have been considered appropriate.

5.0 Relevant Planning Policy

National Policy

Planning Policy Statement 1: Delivering Sustainable Development

5.1 The Government's sustainable economic objectives are set out in paragraph 23 and emphasise, amongst other matters, a need to:

> *(vii) Ensure the provision of sufficient, good quality, new homes (including an appropriate mix of housing and adequate levels of affordable housing) in suitable locations, whether through new development or the conversion of existing buildings. The aim should be to ensure that everyone has the opportunity of a decent home, in locations that reduce the need to travel.*

5.2 The proposed development will introduce an additional residential property in a sustainable location to add to the mix of housing within the area.

5.3 The application site is surrounded on three sides by residential development and is considered to be currently underused as private garden space; hence the applicant is seeking permission for the proposed development.

Planning Policy Statement 3: Housing

5.4 PPS3 was published in a revised form in June 2010 with changes made to the original version to remove the minimum standard density for housing developments and the inclusion of garden land within the definition of previously developed land. The thrust of this document continues to seek delivery of housing.

5.5 The emphasis in PPS3 is on the delivery of housing in sustainable locations, particularly on brownfield sites.

5.6 Paragraph 49 demonstrates the importance that careful attention to design is particularly important where the chosen local strategy involves intensification of the existing urban fabric. *'More intensive development is not always appropriate. However, when well designed and built in the right location, it can enhance the character and quality of an area.*

5.7 Paragraph 69 identifies the following considerations that Authorities should have when determining planning applications:

- Achieving high quality housing.
- Ensuring developments achieve a good mix of housing reflecting the accommodation requirements of specific groups, in particular, families and older people.
- The suitability of a site for housing, including its environmental sustainability.
- Using land effectively and efficiently.
- Ensuring the proposed development is in line with planning for housing objectives, reflecting the need and demand for housing in, and the spatial vision for, the area and does not undermine wider policy objectives e.g. addressing housing market renewal issues.

5.8 Although garden land is no longer classified as previously developed, the policy does not indicate that development should not be permitted on such sites only that all material considerations must be weighted. The proposed development is for a single dwelling only and is not considered to undermine the Council's previously developed land delivery targets.

5.9 The level of development proposed on the site and the density that this represents is commensurate with the density on the neighbouring residential site and is considered to be in accordance with the emerging Core Strategy.

5.10 Although matters of design are reserved at this stage, the proposed development represents an efficient use of land within a residential area of the settlement and the applicant is committed to providing an appropriate form of development within the site, thus an indicative layout plan has been submitted to indicate how residential accommodation can be suitably provided within the site.

Planning Policy Guidance 13: Transport

5.11 PPG13 sets out the Government's advice in respect to transportation issues and primarily guidance to promote sustainable travel patterns.

5.12 Paragraph 28 sets out that places that work well are designed to be used safely and securely by all in the community, frequently for a wide range of purposes and throughout the day and evening.

5.13 The transport statement provides details of the existing access and as set out in section 4, the proposal will not result in a demonstrable change in the use of the access compared to the level of use by the applicant at the present time.

5.14 The statement demonstrates that the access onto Cobcar Lane has no notable accidents recorded in the proximity of the entry/exit point and that as the applicant proposes to cease use of the access if the application is approved, there will be no further impact on highway safety as a result of the proposals.

5.15 The guidance has been amended recently to set out the removal of limits to the number of parking spaces allowed in new residential developments, preferring instead to Local Transport Plans for further detailed guidance on local parking standards (paragraph 49).

5.16 Local planning guidance in SPD 32 regarding parking sets out the maximum parking standards currently in place across Barnsley (excluding the centre) including a general target of no more than 1.5 car parking spaces per dwelling.

5.17 The updated guidance within PPG13 regarding maximum standards remains in place and as such is somewhat contradictory in the context of local guidance as Developers continue to be encouraged to provide a level of parking which they consider appropriate, as set out in paragraph 51 bullet point 2 that states Local Planning Authorities should:

> *"not require developers to provide more parking spaces than they themselves wish, other than in exceptional circumstances which might include for example where there are significant implications for road safety which cannot be resolved through the introduction or enforcement of on-street parking controls."*

5.18 The current parking area within the application site serving number 184 is not formally marked out, however it is understood to be used by no more than 2 vehicles at any given time. The level of car parking proposed will form part of the reserved matters

application within the layout for the site and will be in accordance with the prevailing policy regarding car parking at the time of the application.

5.19 Due to the sustainable location of the site it is envisaged that future occupants will also make shorter journeys and access the wider area by modes of transport other than private vehicle and therefore the number of journeys by private vehicle to and from the site will not be excessive.

Planning Policy Statement 25: Development and Flood Risk

5.20 This policy refers directly to the flood risk associated with any proposed development and requires any proposals to identify the risks and demonstrate the measures put in place to detract from such risks.

5.21 The proposed site to the rear of Wath Road, Elsecar lies within Zone 1 of the Flood Risk Zone however and therefore flooding is not a cause for concern regarding this site.

Regional Policy

Yorkshire and Humber Regional Spatial Strategy

5.22 The Yorkshire and Humber Regional Spatial Strategy (RSS) focuses on the need to enhance and develop the economic, social and environmental aspects of both the urban and rural areas and this feeds directly into the Barnsley LDF, which is currently being prepared.

5.23 The proposed development is considered to be in accordance with the aspirations of efficient and sustainable use of land, particularly within residential areas in order to contribute to housing delivery.

Local Policy

Barnsley LDF - Core Strategy

5.24 The Barnsley Core Strategy has been examined in public by an independent Inspector in March 2011. The Inspector has subsequently indicated that the document is considered to be sound subject to a number of minor amendments being made to the document.

5.25 Although the final document has not yet been adopted, the Inspectors report means that the document carries a significant amount of weight and as such the submission version of the document and the recommended changes have been considered.

5.26 Elsecar is classified as part of Hoyland within the Core Strategy and as such has principal town status. The area is also located within the Barnsley growth area.

5.27 Policy CSP 9 seeks to achieve the completion of 21,500 net additional houses during the period to 2026 with a minimum 5 year supply maintained.

5.28 Evidence was presented by various parties at the examination of the Core Strategy to demonstrate that the Authority do not currently hold a five year supply of deliverable housing. As such the erection of the proposed scheme, albeit on a small scale, will contribute towards the delivery of housing in support of this core objective.

5.29 CSP 26 regarding new development and highway design largely reflects T22 of the UDP and sets out the objective that new development will be designed and built to provide safe, secure and convenient access to all road users.

5.30 The information set out within section 4 of this report and the findings of the transport statement support the view that the proposed access point has operated safely without risk to highway safety for a considerable period and as no intensification of this access will be created it is considered that the scheme is in accordance with this policy. Recent accident data is also provided to support this view.

Barnsley Unitary Development Plan

5.31 The Barnsley UDP was adopted in 2000 and continues to set out the policy framework for development in the Borough.

5.32 The site is identified in the UDP proposals map as part of a larger allotment allocation. This allocation reflects the previous historic use of the wider site, which ceased prior to the permission for the neighbouring housing estate being granted.

5.33 The established use of the application site is for private amenity space, which is considered by the applicant to be surplus to their amenity requirement. The site is identified within the general housing area in the preferred options version of the Site Allocations DPD and as such the proposed development is considered to be acceptable.

5.34 Policy BE1 states that in conservation areas development will only be approved if it enhances or preserves the character or appearance of the conservation area.

5.35 The application site is outside the conservation area but nevertheless it is accepted that development here could have an impact on the setting of this area. In this case however the site is not visible from the wider conservation area and is set a significant distance from the built form which is considered to represent hold a heritage value.

5.36 The site is set within an area of more recent development and is well screened by surrounding residential development. On this basis it is not considered that the proposals will have a demonstratable impact on the conservation area.

5.37 Policy BE6 sets out that the Council will seek to achieve good design standards for all types of development proposals and that development will be assessed based on criteria including layout and suitability of scale, use, quality, landscaping and appropriateness within the context.

5.38 Although this application is made in outline, it is considered that there is sufficient detail provided to demonstrate that the scheme would be appropriate in respect of the above. Further details of design can be assessed at the reserved matters stage to ensure it meets the remainder of the criteria.

5.39 Policy T2 was referenced in the refusal of the previous application for the site and states:

> *"Development will only be allowed if the additional demand for travel generated can be accommodated on the highway network without significant detriment to the environment or safety and ease of movements of pedestrians and vehicles using the network"*

5.40 For the reasons set out in section 4.4 – 4.13 and based on the ceasation of the existing use of the access by the resident of 184 Wath Road, there will be no additional vehicle movements resulting from the development.

5.41 There have also been alterations made to the adjacent highway and provision of further accident data within the transport statement provided and on the basis of this evidence it is considered that the proposed development would be in accordance with this policy.

5.42 Due to the above and the increasingly residential nature of the surrounding area it is considered that the circumstances within which the proposals are made are significantly different and within the planning policy context to enable planning consent to be considered.

6.0 Design Statement

6.1 This application is made in outline with matters of appearance, design, scale and landscaping reserved. Nevertheless, the key principles relating to the design of the scheme will be confirmed in order to enable a full assessment of the potential impact of the proposals.

6.2 The site plan submitted with the application details the proposed access to the application site and will be further discussed in the access statement in the following section of this statement.

6.3 An indicative layout plan has been submitted with the application, which demonstrates where a dwelling may be located within the site. This layout enables a suitable level of separation with neighbouring dwellings and replicates the density found in the development that is directly adjacent to the site.

6.4 The dwellings to the north and east of the site have no habitable room windows on elevations facing the application site and as such there would be no detrimental impact on these dwellings in terms of light or overlooking.

6.5 The scale of the dwelling would be limited to 2 storey to ensure the ridge height does not extend beyond the ridge height of the adjacent dwelling to the north, with potential use of the roof space for further living accommodation if necessary.

6.6 It is also suggested that any window openings on the south elevation of the proposed dwelling area limited to obscure glazed or non-habitable room windows only to prevent overlooking of the amenity space of 184 Wath Road.

6.7 The suggested amenity space is of a similar scale to the neighbouring dwellings and can be accessed from the driveway area in the layout provided.

6.8 The indicative driveway area is retained in the existing location and could provide up to two vehicular spaces with turning space to enable vehicles to access and egress the site in a forward gear.

6.9 Although details of landscaping are also reserved the indicative layout demonstrates that there is sufficient space within the site to provide landscaping which would soften the appearance of the site for future occupants.

6.10 The materials will reflect those used in the surrounding area.

6.11 Further details regarding design proposals will be delivered at the reserved matters stage of the planning process.

7.0 Access Statement

7.1 The access to the proposed development site is set out in detail in section 4 of this statement and will be taken from Cobcar Lane via third party land between 1 Cobar Lane and 162 Wath Road.

7.2 The access point is approximately 3.9 metres wide and continues for approximately 30 metres into an area of parking and garages beyond this the access provides vehiocular access to the rear of 184 Wath Road (the application site) and pedestrian access to the allotments only.

7.3 Further details of how the access point currently operates are set out within the transport statement that has been submitted with the application.

7.4 The applicant utilises this route as the main access to their property at the present time.

7.5 Should the application be granted this access would be for the sole use of the future occupants of the proposed dwelling and residents of 184 Wath Road would be required to use the alternative access via a separate drive from Wath Road.

7.6 The applicant would be happy to sign a legal agreement to this effect if the Council consider it necessary, however as the applicant has no alternative access from the third party land to their rear garden it is not considered that future occupants of the existing dwelling would have any reason for using the access from Cobcar Lane in any event.

7.7 The proposed access would also provide level pedestrian and cycle access to the site as is established to the adjacent allotments and this provides sustainable transport links to bus routes on Cobcar Lane and Wath Road.

7.8 Based on the reasons set out in paragraphs 4.6 to 4.8 and 5.36 it is considered that the proposed access would not result in a demonstrable increase in vehicle movements from the existing access and based on this and recent accident data provided in relation to this section of the highway it is considered that the proposals would have no detrimental impact on highway safety.

7.9 Within the site itself there is already a parking area adjacent tot he entrance to the site that is utilised by the owner of 184 Wath Road. This area would form the driveway to the proposed development and provides sufficient turning space to enable future occupants to enter and leave the site in a forward gear. This will further contribute to safe access to the highway and access drive.

8.0 Conclusion

8.1 In conclusion, it is considered that the proposed development in terms of the principle of residential development and the access to the application is acceptable and in accordance with current and emerging planning policy.

8.2 This statement and the submitted transport statement are considered to demonstrate that the context of the application has changed sufficiently to support the granting of consent for the proposed scheme based on the lack of demonstrable impact of the access arrangement on highway safety.

8.3 The applicant is committed to securing a high quality level of design for the final scheme, not least due to their dwelling house being adjacent to the application. As such the parameters for the reserved matters stage in terms of indicative layout and restrict height of development are confirmed within this statement.

8.4 Based on the above factors it is considered that the proposed scheme is appropriate and that as such planning permission should be granted.