

PLANNING, DESIGN & ACCESS AND HERITAGE STATEMENT

VARIATION TO PLANNING PERMISSION 19/02419/PLF

PROPOSED ERECTION OF SIX RESIDENTIAL DWELLINGS AT SITE OF VEHICLE REPAIR/MAINTENANCE WORKSHOPS AT REAR OF: 34 MIDDLE STREET SOUTH, DRIFFIELD, YO25 6PS

1.0 INTRODUCTION

- 1.1 Planning Permission 19/02419/PLF for residential use was approved with conditions for six dwellings - 3no. three-bedroom and 3no. two-bedroom dwellings.
- 1.2 The following plans together with this planning, design, access and heritage statement are submitted in support of the application to vary the planning permission.
 - Phase 2 S.I. Report - Middle Street South, Driffield, YO25 6PS - G18026
 - 21005/1 – Proposed Plans and Elevations
 - 21005/2A – Site Layout

2.0 DESIGN AND ACCESS

The Site

- 2.1 The application site is the former Vehicle Repair/Maintenance Workshops located in Driffield town centre between the Tesco Car Park and Middle Street South. The existing buildings comprise an L shaped flat roofed modern brick-built workshop with 3 full height bays with timber garage doors together with a detached pump room to the front of the site and an oil storage tank to the rear. Vehicular and pedestrian access to the site is from Middle Street South, which is currently gated. The site is in a poor state of repair with overgrown curtilage and the boundary wall.
- 2.2 The surrounding properties are a general mix, these being commercial and retail properties.

The Subject Proposal (Use, Amount, Layout, Scale, Appearance)

- 2.3 It is proposed to demolish the existing buildings and erect 6 residential dwellings.
The original permission included for 3no. three-bedroom properties and 3no. two-bedroom properties. This new application is for the proposed erection of 6no. three-bedroom houses.
- 2.4 The proposed dwellings are all to be three-bedroom dwellings with the second floor being constructed as an attic truss with dormers in the rear elevation, roof lights to the front elevation and gables to the end of the terraces. The external facing materials are to be agreed with the council by condition. The height of the properties will be no more than 8.7m to ridge as approved. The eaves height of the residential dwellings will be no more than 5 metres.
- 2.5 In total there are 9no. car parking spaces with town centre car parking available. Each property will also have adequate rear garden space. Refuse bins are proposed to be stored to the rear.
- 2.6 The improved design of the dormers to the dwellings will enhance the appearance of the dwellings in this part of the town centre.

Access

- 2.7 The application site is in a sustainable location in the middle of the town centre. Vehicular and service access will remain from Middle Street South and cars and service vehicles will be able to enter and leave the site in a forward manner.
- 2.8 The existing gates to the front of the site will be removed and a new brick wall will be erected on the southern boundary (details to be agreed).

3.0 PLANNING HISTORY

- 3.1 There have been numerous planning uses approved for the site over time, residential use being the latest approval – 19/02419/PLF.

- 3.2 The planning history record demonstrates that despite retail consent being granted at this site for a variety of uses it has remained unviable for commercial retail use. In the circumstances, residential development is the most practical alternative to redevelop this unused commercial brownfield site.

4.0 PLANNING POLICY AND ASSESSMENT

- 4.1 The site is located within the boundary of Driffield Town centre but is located outside the defined primary shopping area and the primary shopping frontage. A small section of the site (access point) is within the Conservation Area, but the existing and proposed buildings are outside the designated Conservation Area. The application site is located within Flood Zone 1 and therefore there is no requirement for a flood risk assessment.
- 4.2 Policy S1 of the Strategy Document supports the presumption in favour of sustainable development as stipulated in NPPF.
- 4.3 Policy S3 supports development that is located in principal towns such as Driffield. Policy A3 supports the revitalisation of the Driffield town centre and the building of smaller properties should be encouraged.
- 4.4 Policy S5 stipulates that 'at least 20% of new dwellings should be built on previously developed land'.
- 4.5 Policy EC3 deals with 'Supporting the vitality and viability of centres'. Part A of EC3 identifies that the scale and type of development proposed is appropriate to the town centre. The benefits of bringing back the application site as a commercial site are low and would not enhance the Town Centre and retail use has been proven to be unviable. Previous efforts to market the site for retail have been unsuccessful. Therefore, it is considered that the re use of the site for residential use is the most suitable.
- 4.6 Policy EC4 supports developments that enhance sustainable development. The level of public transport and access is taken into consideration. It is important to promote a lower level of car use while avoiding overspill parking problems is important. The site sits in a sustainable location and has the benefit of local and regional public transport.

4.7 Policy ENV6 of the Strategy Document refers to environmental hazards to be managed to ensure that development is acceptable. A Phase 2 Intrusive Site Investigation Report is submitted and confirms that the soils on site are fit for purpose in relation to the proposed residential use.

5.0 HERITAGE

5.1 With regard to the significance of any heritage assets affected by development, the NPPF advises that -

Local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

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

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

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

5.4 Policy ENV3 of the Strategy Document refers to valuing local heritage. The buildings on the site are considered to offer no historic value and their present condition have a negative impact on the Conservation Area. The proposed redevelopment of the site as residential will be a public benefit.

6.0 CONCLUSION

- 6.1 The principle of residential use has been established by way of planning permission 19/02419/PLF. This design of the buildings on site enhances the appearance of the Conservation Area and results in public benefit. By introducing the dormers to the Second floor of the second block of residential units, it is considered that the visual impact and effect on amenity to nearby occupiers is minimal. We therefore request that this application is approved.