



Planning Statement

RESIDENTIAL DEVELOPMENT COMPRISING 4 DETACHED DWELLINGS AND GARAGING FOLLOWING DEMOLITION OF THE EXISTING DWELLING AND ASSOCIATED OUTBUILDINGS

**STONE CROFT, HALL ROYD LANE, SILKSTONE COMMON,
BARNSELY S75 4PP**

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1.0 INTRODUCTION

This statement supports a planning application for full permission to replace an existing dwelling and ancillary outbuildings with 4 detached dwellings in a built-up residential area.

The statement sets out how the proposed development would result in a sustainable form of residential development, on a site located within a built-up area which is recognised as being appropriate for residential development within the adopted local plan.

This statement now proceeds to give details of the site. The details of the proposal are then set out. The planning merits of the scheme are then, discussed in relation to relevant planning policies contained in the statutory development plan, together with Government guidance principally set out in the NPPF.

It will be demonstrated that the proposal would result in a sustainable form of development, would not harm highway safety or efficiency, would not harm the character of the area, and would sufficiently protect neighbouring living conditions. Furthermore, the proposal would not result in an unacceptable impact on ecological assets or trees. Significantly, the proposed development is of a type that is suitable in this location. The conclusion is reached that planning permission should be granted for the proposed development.

This statement should be read in conjunction with the supporting plans which demonstrate the credentials of the scheme in more detail. It is anticipated that the Local Planning Authority (LPA) will adopt a progressive approach to this sustainable scheme.

2.0 SITE AND SURROUNDINGS

The application site comprises Stone Croft, a large single storey detached dwelling with associated garage, swimming pool, hardstanding and domestic garden, located on the eastern side of Hall Royd Lane within the established settlement of Silkstone Common. The site is surrounded by residential development on all sides and forms part of the existing built-up area of the village. The site is generous in size and is enclosed by mature landscaping, low boundary walls, and hedgerows.

The site slopes gently from the north east towards Hall Royd Lane to the west.

There is a mature tree belt along the northern boundary. Additional mature trees are also located adjacent to Hall Royd Lane and within the site frontage. The proposed layout has been designed to retain many of these landscape features, ensuring the development sits comfortably within its surroundings. The site is in an area which benefits from a number of house types including bungalows, and two storey homes. The materials also vary with stone, painted brick, and red brick in the area.

3.0 THE PROPOSAL

The proposal seeks full planning permission for the demolition of the existing dwelling and associated outbuildings and the construction of four detached family dwellings with associated access, garaging, parking, landscaping, and private amenity space.

The layout has been carefully designed to respond to the site's shape, topography, and existing vegetation. Plot 1 will take direct access from Hall Royd Lane, whilst Plots 2, 3 and 4 will be served from a shared private drive extending into the site. Each dwelling benefits from a private garden, integral or attached garage and generous off-street parking, together with sufficient turning space to enable vehicles to enter and leave the site safely.

The dwellings are contemporary in appearance but adopt proportions and roof forms that reflect the established residential character of the area. Each property has been designed to avoid a repetitive estate layout, with varied building footprints, articulated front elevations, projecting gables and a mix of single and two storey elements creating visual interest across the development. The buildings are positioned to follow the site's natural landform and maintain appropriate separation distances, ensuring that they integrate successfully with neighbouring development whilst respecting the amenity of existing residents.

The scheme retains the established tree belt on the northern boundary supplemented by new planting and soft landscaping throughout the site. The development will preserve the character of the site while delivering four high-quality family homes that respond positively to the site's physical characteristics and its surrounding built form.

4.0 PLANNING HISTORY

There is no relevant Planning History.

5.0 ALLOCATION AND POLICIES

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise. In this instance the Development Plan consists of the Barnsley Local Plan (adopted 3 January 2019).

Material considerations exist in the form of national policy and guidance contained within the National Planning Policy Framework (NPPF) as updated in December 2024 and the suite of documents comprising National Planning Practice Guidance (NPPG).

Allocations

The site lies within the Urban Fabric as noted by the adopted local plan. The woodland to the north is covered by Tree Preservation Order reference 6 which covers a developing woodland, principally comprising oak and silver birch, with occasional minor species. The Order was made in 1997. The location of the site on the proposals map can be seen below:



National

The NPPF is reflective of the guidance contained within the NPPG. The following sections of the revised NPPF are, considered of direct relevance to the current proposal:

- Section 2 - Achieving sustainable development
- Section 4 - Decision-making
- Section 5 - Delivering a sufficient supply of homes
- Section 15 - Conserving and enhancing the natural environment

The overarching message of the NPPF is that LPAs should adopt a positive and pro-active approach to planning proposals, particularly those that result in sustainable development. LPAs should not place unnecessary burdens on developers and should look to support appropriate schemes such as this.

Barnsley District Local Plan 2019

The following policies are considered of relevance:

The most relevant policies in determining this application are as follows:

SD1 - Presumption in favour of sustainable development
LG2 - Location of Growth
GD1 - General development
H4 - Residential Development on Small Non-allocated Sites
CC1 - Climate Change
CC2 - Sustainable design and Construction
T1- Accessibility Priorities
T3 - New Development and Sustainable Travel
T4 - New development and Transport Safety
T5 - Reducing the Impact of Road Travel
D1 - High-Quality Design and Place Making
Bio1 - Biodiversity and Geodiversity
RE1 - Low Carbon and Renewable Energy
CL1 - Contaminated and Unstable Land

Supplementary Planning Documents:

In line with the Town and Country Planning (Local Planning) (England) Regulations 2012, Barnsley has adopted twenty-eight Supplementary Planning Documents (SPDs) following the adoption of the Local Plan in January 2019.

The most relevant SPDs in this case are:

- Biodiversity
- Design of Housing Development
- Parking

- Sustainable Travel

6.0 ASSESSMENT

The revised NPPF is a crucial part of the Government's overarching agenda of delivering 1.5 million new homes during this parliament. This is a central pillar of the 2024 election pledge and is a response to the well-publicised UK housing crisis. The NPPF places great importance on housing delivery across the UK and is accompanied by recent press releases ("back the builder's, not the blocker's") and written ministerial statements. All of these place heavy emphasis on the need to reform the planning system so that developments, most notably housing developments, can be delivered as quickly as possible.

The proposed level of housing that is expected to be delivered is extremely ambitious. To put it into context, the UK has not got close to delivering the amount of housing now proposed for over 45 years.

Applications for housing developments need to be viewed in this context, and supported wherever possible.

Principle of Development

The site is located within an area of urban fabric. Policies GD1 General development and H4 residential development on small non allocated sites are therefore relevant. These policies require that development should be compatible with its surroundings. In this case the surrounding area is predominantly residential, with properties to all sides. As such residential development is clearly compatible in this area. The policies also require that development must protect the character of the area and residential amenity. The site is within a sustainable location on land which contains an existing dwelling. As such, it is clearly in accordance with the NPPF. Subject to all other matters being acceptable the principle of development is clearly in line with policies GD1 and H4 and national planning policy which seeks to direct development to sustainable locations.

Impact upon the Character of the Area.

National planning policy places great emphasis on achieving well-designed places, recognising that good design is a fundamental component of sustainable development and is indivisible from good planning. Paragraph 139 of the National Planning Policy Framework (NPPF) highlights that development which is not well designed should be refused, particularly where it fails to reflect local design policies and government guidance on design. This is consistent with local planning policies.

The proposed scheme has been carefully considered to respond positively to its context, and would deliver a high-quality form of residential development in keeping with the area. The surrounding context comprises a mixture of dwellings comprising of detached properties to the north and east and terraced properties to the south. The properties vary in age and materials. The materials of the neighbouring dwellings consist of red brick, stone, and painted brick. There is no single prevailing character or uniform streetscape in this area. The proposal would replace 1 large dwelling and outbuildings with 4 detached dwellings. The dwelling to the front is the largest and comprises a single storey dwelling in part with dormer windows and includes an attached garage served by its own driveway. This would front the highway and is similar in its footprint to the detached properties to the north. The remaining properties are two storey detached dwellings. Plots 2 and 3 would be the same style but handed, and plot 4 has a slightly different design. The properties would be constructed from stone, have grey roof tiles and include timber cladding to add architectural interest. In this context, the proposed dwellings would not appear incongruous or out of keeping. The proposed development would integrate into the existing area. The proposal would not have an adverse effect on the character of the area and therefore complies with policy in this respect.

Flood Risk Considerations

The site is located within Flood Zone 1 according to the Environment Agencies flood map. This is the area in which most development of this nature is to be directed.

The development would not increase flood risk on or off site and represents an appropriate and safe form of development in flood risk terms and is therefore appropriate in this location.

Residential Amenity

Both local and national policy seek to protect the amenity of surrounding properties. The site has neighbouring residential properties to the north, east south. The properties to the west are separated from the site by the public highway. The properties to the north consist of large detached bungalows. There is a tree belt between the application site and these properties which is within the applicant's ownership but outside the application site. This is to be retained. This provides screening between the site and neighbouring properties. There are also suitable distances between the two to ensure a good standard of residential amenity is maintained for these properties.

There is approximately 15 metres between plot 4 and the dwelling to the east with the elevation facing this property including only secondary windows serving bathrooms and a utility. As such there would be no unacceptable overlooking to this property. This distance also ensures no issues of overdominance would occur. The terraced properties to the south are separated by an existing access road and the access to plots 2-4, with a separation distance of approximately 26 metres. As a result, there would be no issues in terms of overlooking and overshadowing.

The proposed dwellings would provide a very high standard of housing amenity for future occupiers. The dwellings would benefit from well-proportioned rooms with good levels of natural light and outlook without pressure of the nearby trees to be lost.

The development would, therefore, have no harmful impacts on the amenity of occupiers of any existing dwellings in the locality and would provide a very high standard of amenity for future occupiers of the new dwelling. The proposal accords with all local and national policy and guidance in this respect.

Highways

The NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe taking into account all reasonable future scenarios.

A highways statement has been prepared by Paragon Highway Consultants in support of the application. The assessment considers the accessibility of the site, the suitability of the proposed access arrangements and the effect of the development on the surrounding highway network.

The site occupies an established residential location fronting Hall Royd Lane, which is a low-speed residential road subject to a 30-mph speed limit. The carriageway benefits from an existing footway and already serves residential properties. Speed surveys undertaken in the vicinity of the site recorded 85th percentile vehicle speeds of approximately 16 mph and 17 mph, substantially below the posted speed limit, confirming the local highway operates at low speeds.

The proposed development has been designed to provide safe and suitable access. Plot 1 will be served directly from Hall Royd Lane, whilst Plots 2 to 4 will be accessed from a shared private drive incorporating an appropriate turning head to enable vehicles (including emergency vehicles) to leave the site in a forward gear. Each dwelling benefits from off street parking in accordance with Barnsley Council's parking standards together with visitor parking, and visibility splays that accord with the guidance contained within Manual for Streets. Secure cycle parking and electric vehicle charging are also incorporated within the scheme.

The site is also well connected by sustainable modes of transport. Existing footways provide convenient pedestrian links to local services within Silkstone Common, whilst nearby bus stops on Ben Bank Road and Knabbs Lane are located within approximately 100 metres of the site and provide regular services to Barnsley, Penistone, and surrounding settlements.

Silkstone Common railway station is within comfortable walking distance, providing rail connections to Sheffield, Huddersfield, and intermediate destinations. The site also lies close to National Cycle Network Route 62, offering opportunities for cycling as an alternative to private car travel. These characteristics ensure that future residents will have realistic opportunities to travel by sustainable modes in accordance with national and local planning policy.

The Highway Statement also considers the safety record of the surrounding highway network. A review of the most recent five-year personal injury collision data identified no recorded injury accidents within the study area, demonstrating that the local highway network does not exhibit any existing highway safety concerns that would be, exacerbated by the proposed development.

In transport terms, the development is, expected to generate only a limited number of additional vehicle movements, with TRICS data indicating approximately three vehicle trips during the morning peak hour and two during the evening peak hour. The report concludes that this modest increase can be accommodated by the existing highway network without resulting in any material impact on capacity, congestion, or highway safety.

The submitted evidence demonstrates that the proposal provides safe and suitable access, complies with current parking standards, promotes sustainable travel, and would not have an unacceptable impact on the operation or safety of the local highway network. The development is, therefore, considered to satisfy the requirements of the National Planning Policy Framework and the relevant transport policies of the Barnsley Local Plan.

Ecology

An ecology appraisal of the existing building has been carried out and is submitted separately. This sets out that the demolition of the existing building would have no adverse

impact on protected species. The redevelopment offers an opportunity to secure enhancement to the biodiversity value of the site through an appropriate landscaping scheme and the provision of bat and bird boxes. These enhancements can be, secured by way of a condition. A BNG metric accompanies the application this demonstrates the the ecological value of the site is low. The BNG legislation requires a 10% uplift, this will be secured by the BNG condition.

The proposal fully accords with local and national policy and guidance in this respect.

Mining and Ground stability Considerations

A coal mining risk assessment has been undertaken and is submitted separately. This is informed by an intrusive site investigation. The assessment demonstrates that the site is suitable for residential development from a coal mining and ground stability perspective. The investigation confirmed that no shallow mine workings were encountered beneath the site, with all coal seams found to be intact and no evidence of voids, loss of drilling fluid or ground instability. Furthermore, no fugitive mine gases were detected during the investigation, indicating that the risks typically associated with former coal mining activity are low.

The report concludes that the historic mining identified by the Mining Remediation Authority is likely to relate to deeper seams that will not affect surface stability and confirms that no further mitigation in respect of shallow coal workings is required. A former mine shaft has been accurately located and proven to be capped and filled. The report demonstrates that this can be appropriately accommodated through a simple standoff distance and site layout, with buildings positioned clear of the shaft and its zone of influence. Subject to these straightforward design measures which are incorporated in to the layout of the scheme, together with standard foundation design and normal geotechnical recommendations, the report concludes that the site is suitable for residential development and that the identified mining legacy does not present an unacceptable constraint to the proposed development.

Impact on trees

The site is influenced by several trees, a number of these within the site are conifers and of low value. A tree belt is positioned along the northern boundary. Whilst in the applicant's ownership it is outside the application site. The trees within the tree belt are covered by a tree preservation order. A tree survey accompanies the application. This considers the impact of the development on the trees, and concludes that there would be no adverse impact.

7.0 CONCLUSION

The proposed development represents a sustainable form of development within an appropriate location identified within the local plan as being an urban location that would not have any unacceptable impact for the reasons set out above.

Due to an appropriate and well thought out layout there would no harm in terms of residential amenity, highways impact, impact on the character of the area or impact on trees and the accompanying reports demonstrate that the required BNG would also be achieved as parts of the proposals. The mining report demonstrates that there are no ground stability reasons which would preclude the development of the site and the appropriate standoff distance from the mineshaft have been, accommodated for within the layout. The surrounding trees are retained and new planting within the gardens of the plots is proposed.

The proposal accords with adopted planning policy and guidance. The LPA are respectfully urged to grant permission for the scheme. The Applicant is willing to discuss any issues that may arise during the consideration of the proposal with the LPA.