



# DODWORTH ROAD PLANNING STATEMENT

Barnsley  
November 2024

## Introduction

This document supports the outline application for a proposal for 5 self build plots on land adjacent Dodworth Road, in the residential suburb of Pogmoor, Barnsley. The plots will provide sizeable houses, gardens and driveways with each having between 2-4 parking spaces and a garage. This document has been prepared by Brewster Bye Architects on behalf of Mr Richard Crossfield.

This Planning Statement will describe the application site and the surrounding area, the proposed development, and assess the proposals against the relevant planning policy framework.

This document outlines the following topics:

- Site and Surroundings
- The Proposal
- Local Planning Policy
- NPPF
- The Self Build and Custom Housebuilding Act 2015
- Planning History
- Assessment
- Highways
- Layout, Residential Amenity and Spacing
- Design

## Site and Surroundings

The application site is located on the southern side of the A628 Dodworth Road close to the M1 junction 37. The site is in curtilage of no.s 264 and 266 Dodworth Road.

The site is approximately 2km from the centre of Barnsley town centre and 100m east of junction 37 of the M1 motorway. Dodworth road is the main route between the two. Dodworth Road has regular bus services including a bus stop immediately outside the site.

The current site contains a 3-bedroom detached bungalow, which is set back from the highway and accessed via an established driveway approximately 45m in length. This is accessed via a dropped kerb coming from Dodworth Road. The surrounding area within the site is a large garden that shares boundaries with no.s 260-272 Dodworth Road and no.s 3-15 Hunters Avenue.

Within the grounds there are large areas of hard surfacing in addition to two detached outbuildings located towards the eastern boundary. Levels are flat from Dodworth Road until the rear garden area where they fall to agricultural fields which overlook the M1 motorway located to the south west.

Barnsley Town Centre is highly accessible from the site. There are numerous employment and leisure facilities located across the centre as well as access to transport links across the Borough and Yorkshire region. There are various amenities in close proximity including parks, shops and restaurants.



*Site Location*

## Proposal

The application seeks Outline planning permission including details of access, Landscaping, Layout and scale for the erection of 5 detached self build houses. The proposed dwellings would be constructed within the curtilage of no.264 Dodworth Road.

The properties would be sited around a private drive / cul-de-sac. The proposed site utilises and enhances the existing vehicle access to the site, which connects perpendicular to the A628. From this main vehicle and pedestrian entrance, 5 self build plots are accessed.

Each plot has between 2-4 external parking spaces within sizeable driveways / front gardens. Each detached house has a garage and large back garden providing sufficient distance between surrounding houses to the east. These gardens allow large spaces for planting and trees in the surrounding open areas.

The house and plot sizes are in keeping with the scale of adjacent houses to the north and west. The plots would be separated by boundary hedges / fences similar to the surrounding gardens.



Existing Site



Existing Site



Proposed Site Layout

## Local Planning Policy

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires applications/appeals to be determined in accordance with the Statutory Development Plan unless material considerations indicate otherwise.

The Statutory Development Plan includes: -

- Barnsley Local Plan adopted January 2019

The Local Plans Allocation Map designates the site as being within the Urban Fabric within Urban Barnsley. This designation applies to land within the settlement with no specific allocation. The site is not within a Conservation area and there are no designated assets within the vicinity.

Due to the location of the site, the following planning policies apply:

- GD1 – General Development – Development will be approved if there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents.
- D1 – High Quality Design and Place Making – Development is expected to be of a high-quality design and will be expected to respect, take advantage of, and reinforce the distinctive, local character and other features of Barnsley.
- T4 – New Development and Transport Safety – New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement.
- LG2 - The Location of Growth - Prioritises development of new homes within Urban Barnsley.
- H1 - The Number of New Homes to be Built - The Local Plan seeks to achieve the completion of at least 21,546 net additional homes during the period 2014 to 2033.
- H4 – Residential Development on Small Non-Allocated Sites – Proposals for residential development on sites below 0.4HA will be allowed where the proposal complies with other relevant policies in the plan.
- H6 - Housing mix and Efficient Use of Land - 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. A density of 40 dwellings per hectare net will be expected in Urban Barnsley and Principal Towns and 30 dwellings per hectare net in the villages.
- H9 - Protection of Existing Larger Dwellings - resists development within garden areas which would have an adverse impact on the setting of the original dwelling and the size of the remaining garden area.
- BI01 - biodiversity and Geodiversity - Development will be expected to conserve and enhance the biodiversity and geological features of Barnsley borough.
- CC1 - Climate Change - Seeks to reduce the causes of and adapt to the future impacts of climate change.
- CC2 - Sustainable Design And Construction - Development will be expected to minimise resource and energy consumption through the inclusion of sustainable design and construction features, where this is technically feasible and viable.
- CC3 - Flood Risk - Seeks to reduce the impact of flooding from development.
- CL1 – Contaminated and Unstable Land – Where future users or occupiers of a development would be affected by stability issues proposals must be accompanied by a report which shows that investigations have been carried out to work out the nature and extent of the stability issues and the possible effect they may have on the development and its future users. Dependent on the results of the report, a set of detailed measures should be provided to allow the development to go ahead safely by addressing land stability issues resulting from former coal mining activities.
- HE6 - Archaeology - Applications for development on sites where archaeological remains may be present must be accompanied by an appropriate archaeological.

- Poll1 - Pollution Control and Protection - Does not allow development of new housing or other environmentally sensitive development where existing air pollution, noise, smell, dust, vibration, light or other pollution levels are unacceptable and there is no reasonable prospect that these can be mitigated against.
- BI01 - Biodiversity and Geodiversity - Development is expected to conserve and enhance biodiversity and geological features by; Protecting and improving habitats, maximising biodiversity value in and around new developments, conserving and enhancing local character, following national mitigation hierarchy, protecting
- The following LDF Supplementary Planning Documents have now been adopted which are relevant to the proposal: - 'Designing New Residential Development' sets out the standards that will apply to the consideration of planning applications for new housing development.
- 'Parking' states that the parking standards for new housing development. It stipulates that 2 parking spaces shall be provided for 3 bed dwellings and above.
- The South Yorkshire Residential Design Guide has been adopted as a best practice guide by the Council and covers issues relating to sustainability, local distinctiveness and quality in design and is underpinned by the principles in the CABE 'Building for Life' scheme.

## NPPF

The National Planning Policy Framework (NPPF) came into force on 27 March 2012 and was subsequently revised in December 2023. The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. The policies, taken as a whole, constitute the Government's view on what sustainable development in England means in practice for the planning system.

There are three dimensions to sustainable development, which include an economic role (contributing to building a strong, responsive and competitive economy), a social role (providing the supply of housing required to meet the needs of present and future generations) and an environmental role (which includes minimising waste and pollution).

Permission should therefore be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole; or where specific policies in the Framework indicate development should be restricted or unless material considerations indicate otherwise.

Relevant Chapters Include:

- Chapter 5 - Delivering a sufficient supply of homes
- Chapter 8 - Promoting healthy and safety communities
- Chapter 11 - Making effective use of land
- Chapter 12 - Achieving well-designed places
- Chapter 14 - Meeting the challenge of climate change, flooding and coastal change
- Chapter 15 - Conserving and enhancing the natural environment
- Chapter 16 - Conserving and enhancing the historic environment

## The Self Build and Custom Housebuilding Act 2015

The self-build register allows individuals or associations to register for self-build. This gives authorities an insight for the demand for self-build housing and allows them to update local plans, housing strategies etc to incorporate self-build. The self build and custom housebuilding act 2015 places a duty on local authorities to operate a self-build register for individuals and groups seeking to acquire serviceable plots of land in their area for self-build and custom housebuilding purposes. It also places a requirement on local authorities to have regard to the register when carrying out planning, housing, disposal of any land of the authority and regeneration functions.

### Benefits of Self Build:

- “Self-build or custom build helps to diversify the housing market and increase consumer choice. Self-build and custom housebuilders choose the design and layout of their home, and can be innovative in both its design and construction”

### Consideration For Local Authorities

- “Local housing authorities will need to consider the evidence of demand for self-build and custom housebuilding from the registers when carrying out their housing functions... Authorities are encouraged to work closely with local delivery partners to ensure that self-build and custom housebuilding is an integral part of their housing delivery strategy.”
- “When developing plans to regenerate their area, relevant authorities should consider the demand for self-build and custom housebuilding. Self-build and custom housebuilding can help to deliver regeneration on suitable brownfield sites, underutilised land and other public sector land.”

## Planning History

Search of the planning records identified the following applications at 266 Dodworth Road:

2007/1005 - Erection of a detached dwelling (outline) - refused

2010/0266 - Erection of two storey side extension - Approved

2011/0410 - erection of single storey rear extension - Approved

2011/0932 - Erection of single storey side extension - Approved

2020/1478- Erection of 4no dwellings and associated works including upgraded access road- Refused

2021/0941 - Erection of 1 no. dwelling and associated works - Refused

## Assessment

The site is located within an established residential area and this is reflected by its allocation as Urban Fabric within the Local Plan. Urban fabric is a designation which applies to land which is located within the urban boundary of Barnsley.

Paragraph 117 of the NPPF states; ‘ Planning policies and decisions should promote an effective use of land in meeting the need for homes’, section 11 of the NPPF compliment the wider objective of paragraph 59 to boost the supply of new homes. The strategic need to provide more housing is also reflective in the Governments approach to removing restrictions to the conversion and redevelopment of existing sites for residential purposes.

The Local Plan identifies that within the Urban Fabric, new residential development is acceptable in principle where it complies with the predominant use of the area, and where the proposed use would not compromise, or lower the amenity of uses within the locality. The residential character of Dodworth Road and the surrounding area mean it is clear that residential infill development would be fully compatible with the locality and would raise no land use planning issues.

Paragraph 59 of the NPPF identifies that the governments objective is to; ‘significantly boost the supply of homes’. The proposal would contribute 5 self-build plots, which aligns with targets to promote self-build, outlined in The self build and custom housebuilding act 2015.

The site measures approximately 0.44 hectares in area. This is a substantial plot, at present the single development equates to a density of 2.2uph. The proposed 5 self-build plots would bring this to 11.3uph. The uplift in density serves to identify how an efficient use of land can be achieved within a highly sustainable location. The proposal would make a highly efficient use of what is otherwise underutilised land within an accessible location. The proposals would open the site up to provide an inclusive form of development which marries successfully with the surrounding housing stock, whilst provides garden areas that exceed the guidance of the adopted SPD and SYRDG.

Local Plan Policy LG2 ‘The Location of Growth’ prioritises development within Urban Barnsley. Policy H2 ‘Distribution of New Homes’ identifies that Urban Barnsley should accommodate 43% of the Plan Periods Housing growth. The policy identifies that as part of the Borough housing supply a total of 566 dwellings will be provided on windfall sites. The use of underutilised land (including garden areas) is a sustainable approach to meeting windfall housing requirements. The proposal would develop underutilised land.

Policy H4 states “These sites make a valuable contribution to the housing supply. Sites in towns and villages can offer good opportunities for providing houses where other people already live, near to shops and services. Developing these sites also reduces the need to provide new sites outside settlement boundaries”

Policy H4 outlines that developing such sites will reduce the need to provide new sites outside settlement boundaries. The proposals would utilise an area of surplus land, the development of this accessible asset would contribute to the self-build demand. The contribution to housing supply provided by the proposal is compatible with the objectives of local polices LG2, H2, H4 and H9 as well as guidance on decisions to be taken on housing supply and growth contained within the NPPF and The self build and custom housebuilding act 2015.

## Highways

The local plan has a key objective to reduce car dependency within new developments. The location of the proposal is within close proximity to Barnsley town centre and has immediate access to public transport including a frequent bus service along Dodworth Road. Within walking distance of the site, there are various amenities including parks, shops and restaurants.

Local Plan Policy T4 'New Development and Transport Safety' requires new development to be designed and built to meet the needs of all transport users within, and surrounding the development, with safe, secure, and convenient access and movement. To ensure the proposal meets this requirement, the following improvements have been made to the existing access:

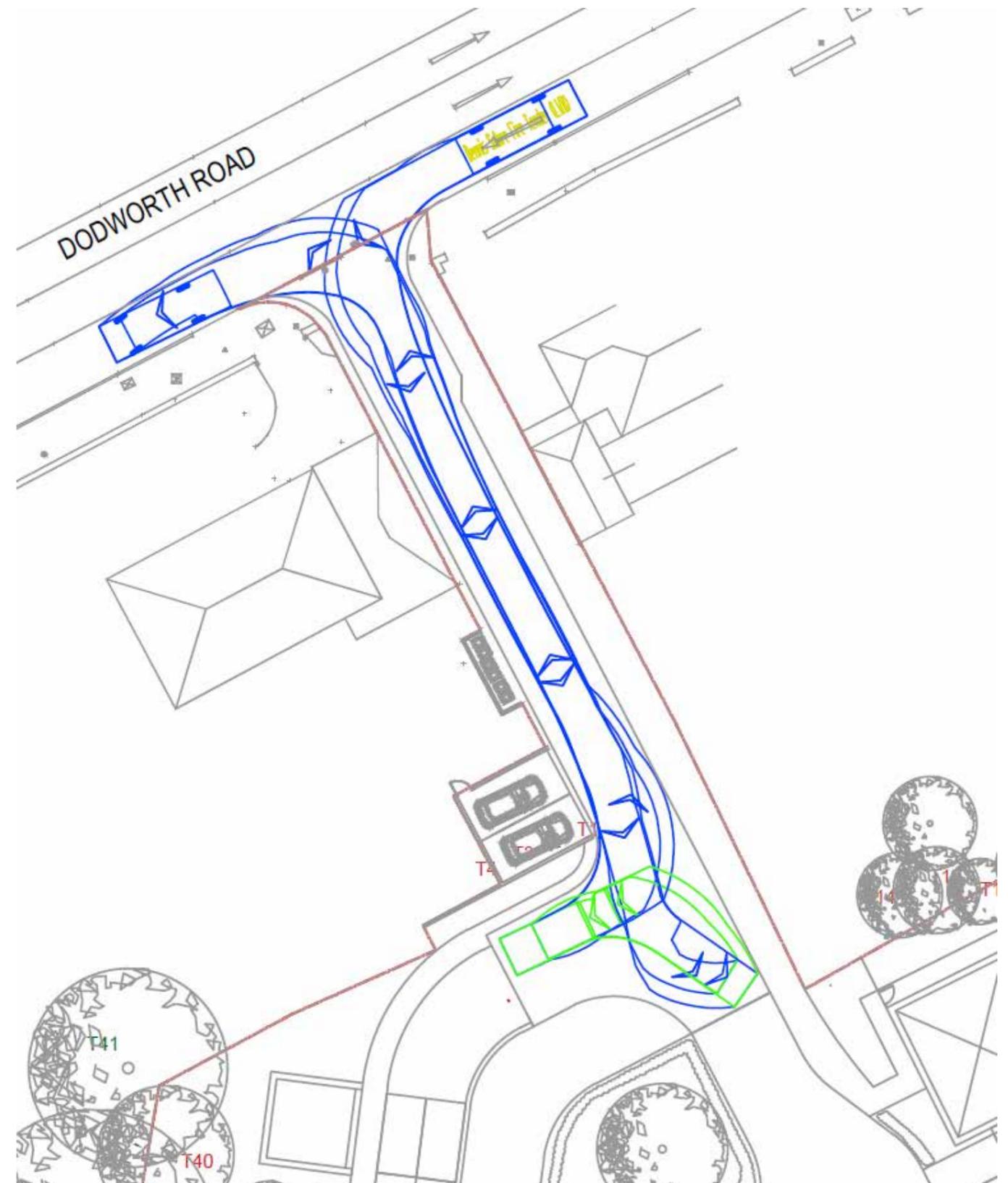
- Widening of carriageway to 5.5m width over the first 10m.
- A turning facility suitable for emergency vehicles.
- Minimum carriageway width of 4.8m.
- Relocation of access of no.266 Dodworth road from the internal access and closure of existing entrance.

A comprehensive Transport note has been prepared by Optima Highway Solutions which assesses the highway impacts of the proposals. The Report addressing the following:

- Existing Site Conditions
- Collision Data Analysis
- Access Strategy
- Emergency Access and Servicing
- Proposed Trip Generation
- Turning Traffic Times

The additional trip generation of the development of 5 additional dwellings would equate to 5 additional peak hour vehicle trips onto Dodworth Road. In no uncertain terms this should be considered negligible and can be accommodated on the strategic highway network even during peak rush-hour traffic.

Time Period	Total Vehicular Traffic Generation (5 dwellings)		
	Arrivals	Departures	Total
AM Peak 08:00-09:00	1	3	4
PM Peak 17:00-18:00	3	2	5



Proposed Vehicle Tracking

NPPF Paragraph 109; '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 would be severe'.

The primary concern raised by Highways within previous applications relates to right turning vehicles into and out of the access. Firstly, it should be noted that this development is located along the southern flank of Dodworth Road and therefore vehicles are only required to cross a single lane when turning right into or out of the development.

Notwithstanding the above, comprehensive traffic surveys have been undertaken in order to record all vehicular movements associated with the existing dwellings served from Dodworth Road and Hunters Avenue to establish whether residents experience any difficulties turning into or out of the existing driveways and junction.

On Dodworth Road, between junction 37 and Pogmoor Road, there are 73 properties with driveways coming directly off the road. Most of these properties have single access driveways with no turning arrangements and therefore, have to reverse onto Dodworth Road. This shows that this is a regular occurrence on Dodworth Road. The proposal offers turning facilities to ensure residents do not have to reverse onto Dodworth Road. The site entrance would allow for the passing of two vehicles which in turn can manoeuvre adequately within the site allowing exit onto Dodworth Road in a forward gear.

The only recorded collision in the vicinity of the site involved a rear shunt at the westbound give way on the approach to the junction 37 roundabout. No collisions have occurred at any of the driveways or junctions in the vicinity of the Site. In light of this, it can be concluded that the existing accesses onto Dodworth Road and Hunter's Avenue are operating in a safe manner and there is no local evidence to suggest that there are any road safety issues associated with driveways accessing Dodworth Road.

Splays of 2.4m x 44m to the west and 2.4m x 38m to the east should be provided in accordance with the SSD calculation contained within Manual for Streets. Given the generous footway width along the Site frontage, visibility from the access is excellent. The proposed access arrangements mean the required visibility splays can be achieved and are exceeded. It has been demonstrated that the proposed access arrangements comply with guidance set out within the South Yorkshire Residential Design Guide and are of a suitable standard to serve the proposed dwelling.

The transport Note prepared by Optima provides a robust assessment which should address any concerns the LHA has previously raised. In making an assessment of the planning merits the following factors are considered to be highly pertinent:

- Vehicle trip generation would have a negligible effect on Dodworth Road
- Adequate visibility splay has been achieved
- Turning arrangements suitable for emergency vehicles
- Existing site access driveway has been improved
- No identified highway safety issues.

## Layout, Residential Amenity and Spacing

The layout of the proposal has been informed by the need to achieve appropriate levels of amenity for new residents, whilst not adversely affecting that of the existing neighbouring properties. Suitable distances between the existing neighbouring properties and the proposed self build houses have been provided, with minimum 24.5m between the properties. Large gardens provide a buffer between the existing and proposed and exceed guidance set within the adopted SPD and SYRDG. This would ensure sufficient privacy and would not effect levels of outlook. The proposed layout allows for the retention of mature trees on the site, which enhance the character of the proposal.

## Design

The NPPF requires development to always seek a high quality of design, this is summarised in paragraph 124 which states: “The creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of Sustainable development, creates better places in which to live and work and helps make development acceptable to communities”.

Paragraph 131 states: “In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings”.

The proposal respects and reinforces the surrounding character of the Dodworth Road area. The proposed plot, garden and house sizes are in keeping with the scale of surrounding properties. Whilst the appearance, form and materiality of the plots are reserved for subsequent consideration, the layout and landscaping has been carefully considered to create a welcoming and attractive residential development.

Key features that aid the assimilation of the dwellings within the plot include:

- Layout follows rear garden to rear garden arrangements similar to surrounding properties.
- Scale of plots, gardens and houses are similar to surrounding neighbourhood.
- Existing access road is to be improved for manoeuvring and visibility.
- Parking would be integrated and manoeuvring of vehicles with the site is easily accommodated within the layout.
- Development would drive the efficient use of underutilised land within an accessible location in accordance with the Spatial Strategy of the adopted Local Plan and principles of NPPF chapter 11

The above outlines that the proposed development responds positively to the surrounding context and character in terms of layout, scale and access. The design layout adheres to the provisions of Local Plan Policy D1, the adopted SPD, SYRDG and relevant guidance contained within the NPPF.

## Conclusion

This planning statement has outlined that the proposed development would be consistent with guidance provided at a national level in the NPPF, as well as local Development Plan policies relevant to land use compatibility, highway safety, residential amenity and design.

The development follows principles established by the surrounding context. The proposed layout utilises similar scaled plots, gardens and spacing to the existing surrounding neighbourhood. The proposal would improve the density of an exceptionally large plot from 2.2uph to 11.2uph. This is in keeping with the surrounding housing density. This adheres to national planning guidance on driving the efficient use of land as well as the objectives of the spatial Strategy of Barnsley's Local Plan which promotes housing development within the Urban Fabric of Urban Barnsley.

The accompanying Transport statement has identified that there would be no discernible impact arising from the development in terms of safety, access and traffic. A safe and convenient access driveway has been achieved, which enhances the existing access to the site. Traffic increase would be minimal and would not have a notable effect on the traffic.

The site is located in a highly sustainable location, which is accesible by public transport and is in close proximity to parks, shops and other servies. Located within walking distance of Barnsley Town Centre, the site is ideal for residential development.

The Self and custom housebuilding act 2015 states "helps to diversify the housing market and increase consumer choice. Self-build and custom housebuilders choose the design and layout of their home, and can be innovative in both its design and construction". The proposal would offer the oppotrtnity for 5 self build plots, which would provide high quality design.

Therefore, in accordance with the NPPF, in the absence of any adverse impacts which would significantly and demonstrably outweigh the benefits of the use, it is hoped that the Local Planning authority support this application.



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