DAVEY STONE
ASSOCIATES

Design and Access Statement

For

Land adjacent 14 Stonyford Road,

Wombwell

Barnsley

S73 8AF

Scheme: New Dwelling (C3)

Client: Michael Robinson

Prepared By:

Davey Stone Associates

April 2023

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1. INTRODUCTION

1.1.1. This statement has been produced upon the instruction of the Applicant, who is seeking full planning permission for a new 2 bedroom dwelling on land adjacent but within the curtilage of 14 Stonyford Road, Wombwell, S73 8AF

1.1.2. The statement has been prepared solely for the use of the Applicant in support of the planning application and for no other purpose.

1.1.3. The Applicant has purchased No14 Stonyford Road, currently derelict, and the land adjacent and intends to refurbish No14, together with creating a new dwelling adjacent.

1.1.4. Davey Stone Associates are and architectural design practise, based in Sheffield.

2.0 SITE DESCRIPTION AND PLANNING HISTORY

2.1 The Site

2.1.1 The Site is located within the administrative boundary of Barnsley Metropolitan Borough Council (the LPA), within the district of Wombwell.



Figure 1 Location Plan - Davey Stone Associates

2.1.2 The site is immediately adjacent St Michaels and All Angels Catholic Primary School and is located just over 0.5miles from Wombwell district centre. Fig 1 shows the land to the side of No14 but is noted that it is within the curtilage and ownership of the title of No14 Stonyford Road.

2.1.3 The site is located within an established residential area of terraced housing built in the early C20th.

2.1.4 The site is located on the B6096 between Wombwell and Darfield.

2.1.5 The site is currently used for ad-hoc parking and is subject to fly tipping; the owner has cleared this land twice since his recent purchase.

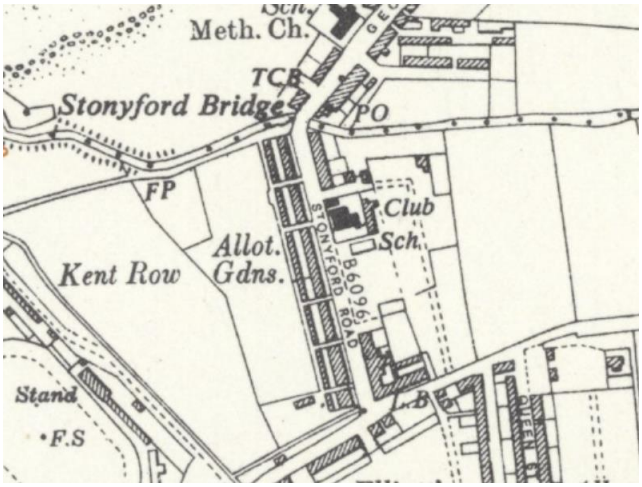
2.1.6 The to the right of the site is No14 Stonyford Road, which is currently derelict and will soon be refurbished by the Owner (and Applicant) and to the left is a piece of land that separates the ownership boundary of the site from the St Michael and All Angels Catholic Primary School.

2.2 Site History

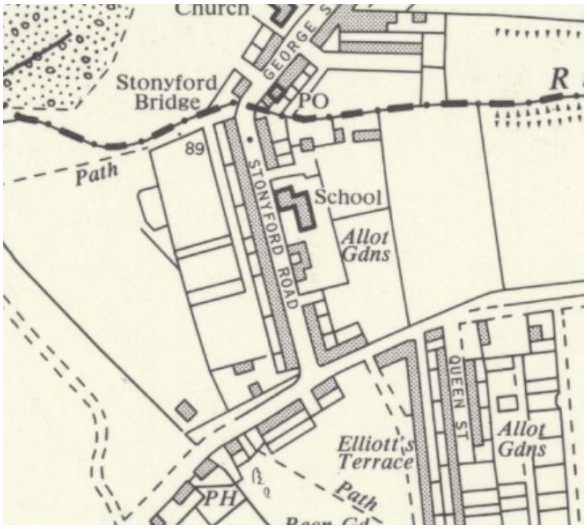
2.2.1 OS Maps below show that No's 10-14 were constructed before 1931, however the interim period between 1931 and present day has seen alterations to the Terrace; though no record can be found, it is suspected that the Terrace may have been damaged during WW2 and rebuilt prior to 1967. OS maps below give an indication of the recent history of the terrace as below.



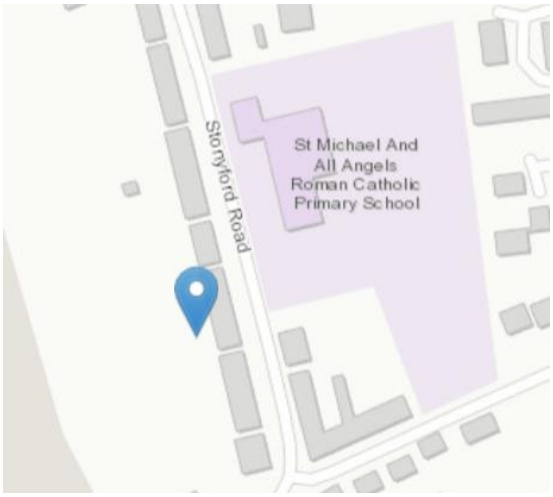
OS Map 1931



OS Map 1956



OS Map 1967



OS Map Present Day

2.3 Relevant Planning History

2.3.1 There is no relevant planning history listed on the Barnsley Metropolitan Borough Council website.

3.0 THE PROPOSED DEVELOPMENT

3.1 Planning Documentation

3.1.1 The Application is fully described on Planning Application forms and the design is presented in the drawing package and Design and Access Statement, all of which have been prepared Davey Stone Associates. For clarity, the drawing package comprises:

- Site Location Plan (OS Plan)
- Proposed Site Plan
- Existing and Proposed Floor Plans
- Existing and Proposed Elevations
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3.1.2 An addition to the above a Highways Statement has been prepared by Paragon Highways to support this application.

3.2 Description and Design

3.2.1 Permission is sought to add an additional 2 bedroom terraced house to the end of the terrace forming no's 10-14 Stonyford Road.

3.2.2 The house will follow the form, scale and mass of the existing terrace and will look to compliment the design of the existing.

3.2.3 The proposed development seeks to gain consent for a 2 bedroom house with modern living space that projects from the building line to the rear with a single storey piece which adds additional kitchen and living space.

3.2.4 The applicant will be refurbishing No14 and will add the same single storey living space to the rear of No14 within the remit of the GPDO, prior to any work starting on the proposed new dwelling.

3.2.5 Architecturally, the principle to follow the existing terrace design has been followed.

3.2.6 The dropped curb to the front of the proposed dwelling will be removed and vehicular access to the land removed. Please see Highway Statement for further information on sustainable transport.

3.2.7 It is the intention of the Owner to create a separate title for the new dwelling upon completion of the development.

4.0 PLANNING CONSIDERATIONS & POLICY CONTEXT

4.1 Site Context – Planning

4.1.2 The following applies:

- The site is not within a conservation area or green belt
- The site is not within the curtilage of a listed building

4.2 Relevant Planning Policy

4.2.1 The following policies are considered relevant:

4.2.1.1 The Local Plan was adopted on 3rd January 2019 and within the following is considered relevant:

- Wombwell (including Darfield) is considered a Principle Town, in which development is encouraged.
- Policy LG2 identifies that priority will be given to development in Wombwell.
- Policy H8 identifies Wombwell as a housing regeneration area; the development of new and, though not strictly subject to this application, the regeneration of No14, owned by the same applicant, supports this policy.

4.2.1.2 The Supplementary Planning Document 'Design of Housing Development' adopted May 2019 is considered relevant to this application. Salient design points in response to the guidance contained within can be listed as:

- In response to Policy GD1, the new dwelling will not have an adverse effect on the living conditions and residential amenity of existing or future residents. There will be no overlooking; the garden will be cleared and landscaped, and there is clearly established access principles serving the remainder of the Terrace.
- Referenced within the SPG is the South Yorkshire Residential Design Guide. As far as practicable, the design has followed the principles laid out within. Space exceeds the stated minimum, natural light will be good and addition of the rear single storey element proposed to No14 (and already existing to No12) will serve to create a high quality design.
- External Spacing standards are met with the exception to the garden area of No14: The total garden area to No14 will be 44.4sqm (taking into account a single storey extension projecting 3m from the rear of the house). The total garden area garden to the proposed dwelling will be 51.4sqm
- The development responds to the context of the local area; the design of the new dwelling has been chosen to compliment the existing rather than challenge the streetscape.

4.2.1.3 The following National Planning Policy Framework criteria are considered relevant to this application:

- **Paragraph 8 –** *"Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in*

mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- *an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*

- *a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and*
- *an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy."*

- **Paragraph 60 –** *"To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay."*

- **Paragraph 105 –** "*The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making*."
- **Paragraph 119 –** *"Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving*

the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land."

- **Paragraph 120 –** "Planning policies and decisions should:

    - *give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;*

    - *promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure)"*

5.0 CONCLUSION

5.1 The addition of a single dwelling will support the vast majority of Policies contained within the Local Plan and the NPPF.

5.2 The reduction in car parking should have a positive effect on the promotion and use of sustainable public transport links. The proposed development is within an area that is served well by public transport and has good local amenities.

5.3 The development of the site will enhance the local area as it will ensure that the site turns from wasteground in to a use that supports desire to see Wombwell grow. It will enhance economic activity and, by virtue of the recently revised Part L of the Building Regulations, provide sustainable development.

5.4 There are no other policy concerns with this application and support its approval.