

MR S THORPE

SUPPORT DOCUMENT

**PLANNING STATEMENT
FOR THE
CONVERSION OF AN
EXISTING END OF TERRACE
PROPERTY INTO TWO 1 BED
FLATS
AND THE CONSTRUCTION
OF A REAR EXTENSION TO
No 26 WATH ROAD
WOMBWELL
S73 0SE**

PLANNING STATEMENT.

26 Wath Road, Wombwell, Barnsley, South Yorkshire. S73 0SE

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1.0 INTRODUCTION

1.1 The applicant is seeking permission to convert an existing 2 bedroomed end of terrace dwelling house into two separate self-contained 1 bedroom 1 person flats.

1.2 The application is submitted for Mr S Thorpe.

1.3 SETTING & LOCATION

2.1 The property is of brick built construction erected around 1910 as a private dwelling house built onto the existing terrace row which then terminated at No 24 Wath Road, and remained so until 1950. When it was converted into a local shop. The retail part of the shop occupied the front room facing Wath Road while the dining room to the rear was used as a stock room. The living accommodation for the shop was confined at first floor level and traded this way for a number of years until cessation of trading. Following the closure of the shop the property was returned back to its original state as a two bed residential dwelling which we see today.

2.2 The dwelling house lies to the outer edge of the township of Wombwell and is set to the south side of Wath Road, the boundary of which is highlighted in red on the plan below.



3.0 PLANNING HISTORY

- 3.1 No historic planning application has been found in relation to the shop conversion or small double storey extension to the rear of the property
- 3.1 This statement is a summary of the proposed development.
- 3.2 This summary provides justification for the building and proposed development.
- 3.3 The content and information published in this planning statement combined with the architectural drawings showing floor layouts exhibits adherence to the NPPF and Local plan policies, allowing a presumption in favour of development.

4.0 PROPOSED DEVELOPMENT (DESCRIPTIVE)

- 4.1 The proposal consists of a full planning application for a change of use from a 2 bedroom dwelling house into the two separate 1 person 1 bedroom flats.
- 4.2 The photograph below shows the front/principal elevation, displaying the existing windows to the first and ground floor. Where the ground floor window is in conflict with its design to the rest of the terrace row and inevitably the street scene, additionally an incongruous attempt to conceal the steel lintel above the ground floor window with concrete render has taken place. Which once spanned the original shop window, but the remedial work has not been conducive to good quality design.



To alleviate this and to facilitate a more amenable front elevation , a canopy set over the ground floor window is proposed to obscure the rendering, this combined with a new window will provide a division from the ground and first floors. Additionally, the front door will be removed and the opening blocked up. (As plan ref 006/26). Treatment of the lower brickwork situated below the canopy will have to be rendered, to conceal the inappropriate brickwork around the window. Rendering the lower portion will achieve a more homogeneous finish. (Drawing 006/26.)

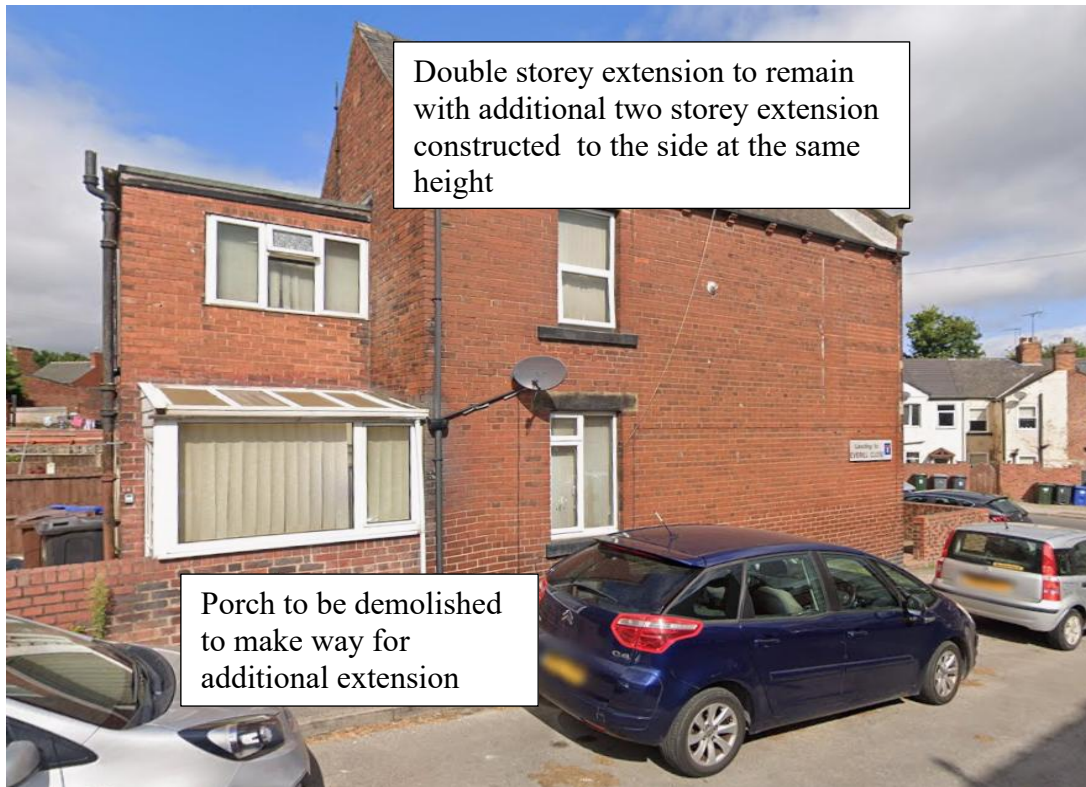
- 4.2 To access flat 2 at first floor level it is proposed that a new side entry door is formed through the external brickwork to the existing internal flight of stairs. (photograph 4.3 shows an existing adjacent property where a side entry door has been created.)



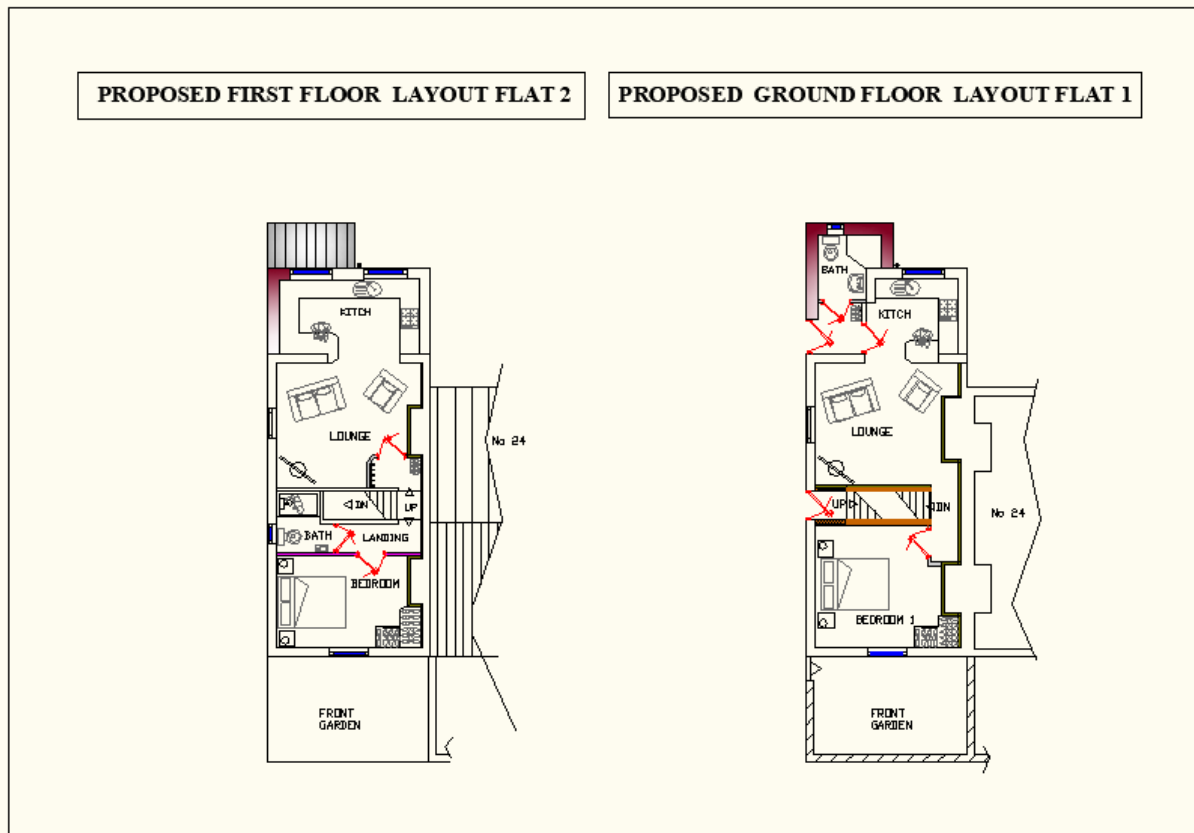
- 4.3 Photograph showing the adjacent property displaying a side entry door to access the first floor flat.



- 4.4 Photograph showing a rear view of the existing dwelling to No26 Wath Road. The existing half width double storey extension at first floor level will have the existing window and return brickwork removed to form the kitchen area to flat 2. To the ground floor the existing porch will be removed to make way for the additional double storey extension connected to the original. (drg Nos 006/26 & 007/26).



4.5 Drawing of the proposed floor layouts of flat 1 and flat 2 (architectural drawing 007/26.



- Flat 1 ground floor level 49 sq metres.
- Flat 2 first floor level 47 sq metres.
- Total internal GIA 96 sq metres.
- Both flats display floor areas in excess of the recommended criteria.

5.0 PLANNING POLICIES The Development Plan

- 5.1 Section 38 (6) of the Planning compulsory purchase Act 2004 requires proposals to be determined in accordance with the development plan unless material considerations indicate otherwise. The development plan for Barnsley consists of the Barnsley Local Plan adopted January 2019.

The Local Plan review was approved at the full council meeting on the 24th November 2022. The review determined that the Local Plan remains fit for purpose and is adequately delivering its objectives. This means no updates to the Local Plan, in the whole or part are to be carried out ahead of a further review. The next review is due to take place in 2027 or earlier or if circumstances require it.

5.2 LOCAL PLAN

To the extent that planning plan policies are material to an application for planning permission the decision of the application must be taken in accordance with the development plan unless there are material considerations that indicate otherwise section (70 (2) of the Town and Country Planning Act 1990 and (section 38 (6) of the Planning and compulsory Purchase Act (2004).

With reference to this application the following policies are considered relevant.

POLICY SD1. Presumption in Favour of Sustainable Development:-

States that proposals for development will be approved where there will be no significant adverse effect on the living conditions and the residential of existing and future residents. The development will be expected to be compatible with neighbouring land and will not significantly prejudice the current or future use of the neighbouring land. (Policy GD1) policy GD1 will be applied to all development.

POLICY GD1:- General Development:-

Development will be approved if there will be no significant adverse effect on the living conditions and residential conditions of existing and future residents. Development will be expected to be compatible with neighbouring land and will not significantly prejudice the current or future use of neighbouring land.

POLICY D1 High Quality Design and Place Making:-

Development is expected to be of high quality design and will be expected to respect, take advantage of and reinforce the distinctive character and other features of the local area.

POLICY T3 New Development and Sustainable Travel:-

Expects that new development to be located and designed to reduce the need to travel, be accessible to public transport and meet the need of pedestrians and cycles. Also sets criteria in relation to minimum levels of parking; provision of transport statements and of travel plans.

POLICY T4 New Development and Transport Safety:-

New development will be expected to be designed and built to provide all transport users within the surrounding and development with safe, secure and convenient access and movement.

National Policy Framework and the National Planning Guidance

In December 2024 the government produced a revised National Planning Policy Framework (NPPF) which is the most recent revision of the original framework, published first in 2012 and up dated a number of times, providing the overarching planning framework for England. It sets out to Governments Planning Policies for

England and how they are expected to be applied. The (NPPF) must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions. This revised document has replaced the earlier planning policy statements, planning policy guidance and various policy letters and circulars, which are now cancelled.

Central to the NPPF is a presumption in favour of sustainable development which is at the heart of the framework (para10) and the plans should apply the presumption in favour of sustainable development (para 11). The NPPF confirms that there are three dimensions to sustainable development economic, social and environmental: each mutually dependent. With relevant sections :-

Section 2 :- Achieving sustainable development.

Section 4 :- Decision making.

Section 9 :- Promoting sustainable transport.

Section 12 :- Achieving well designed places.

National Design Guidance (2026)

Updated on 21st January 2026 the government guidance document supports the NPPF and sets out seven main principles for well-designed places.

- **Liveability**
- **Climate**
- **Nature**
- **Movement**
- **Build Form**
- **Public Space**
- **Identity**

BMBC Supplementary Planning Documents

A series of supplementary planning documents have been published allowing the adopted Local plan to highlight and aid and identify the criteria required by the local authority. The following are relevant to the application :-

- **Parking (adopted 2019)**
- **Design of Housing (adopted 2023)**
- **House Extensions and other alterations (adopted 2024)**
- **Sustainable Construction and Climate change (adopted 2023)**
- **Sustainable Travel (adopted 2022)**

Other planning Documents

- **The south Yorkshire Residential Design Guide (2011)**

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BMBC CIL Draft Charging Schedule (2016)

Community Infrastructure Levy

Extracted from BMBC charging schedule as of April 2026 the total liability depends on the properties location within the borough, therefore under the CIL charging rates for small developments under 15 units the residential charging zone for Hoyland, Wombwell & Darfield with post codes S74,S73 the rate per square metre is £0 : 00p.

To calculate the Total CIL rate @ £0 : 00p

= rate (R) x net area x current index (Ip)/original index (Ic)

Original Index (Ic) : 286 (fixed when BMBC schedule was adopted.

Current index (Ip) for 2026 RICS CIL index for 2026 is 400

Inflation multiplier @ $400 / 286$ = rise in prices of approximately at 40% since adopted.

CIL rate payment = $0 \times 9.4 \times 1.40$ = £ 0 : 00p

5.2 Parking

The existing off road parking arrangement for the older type terrace properties has always been a controversial issue when seeking planning approval. However, anecdotal evidence suggests that the site has supported 1 vehicle parked within the rear boundaries for the property over the past 10 + years and will remain like for like for this application making it no worse than existed before. A secondary parking bay cannot be achieved within the site itself but directly adjacent as shown in (photograph 4.4). Parking has always been available along Everill Close which is a no through road and does not cause any highways or safety issues. It is worthy of note that all the remaining dwellings along the terrace row do not have off street parking to the rear of their properties. All the residents and visitors park along Wath Road where parking is constantly available.

5.3 Sustainable travel

While there is no provision to include a secondary parking bay within the sites curtilage for flat 2 it is proposed a secure weather protected cycle lockup (drg No 006/26 & 007/26 to be constructed within the confines of the out buildings capable of supporting 2No pedal cycles for active travel in accordance with BMBC (SPD and policy T3). The site itself is within a sustainable location with a PTAL equivalent that supports car free living, the flats are within 100 metres of main bus stop routes providing links to major employment areas, shopping centres, convenience shops, doctors surgeries, pharmacists etc.

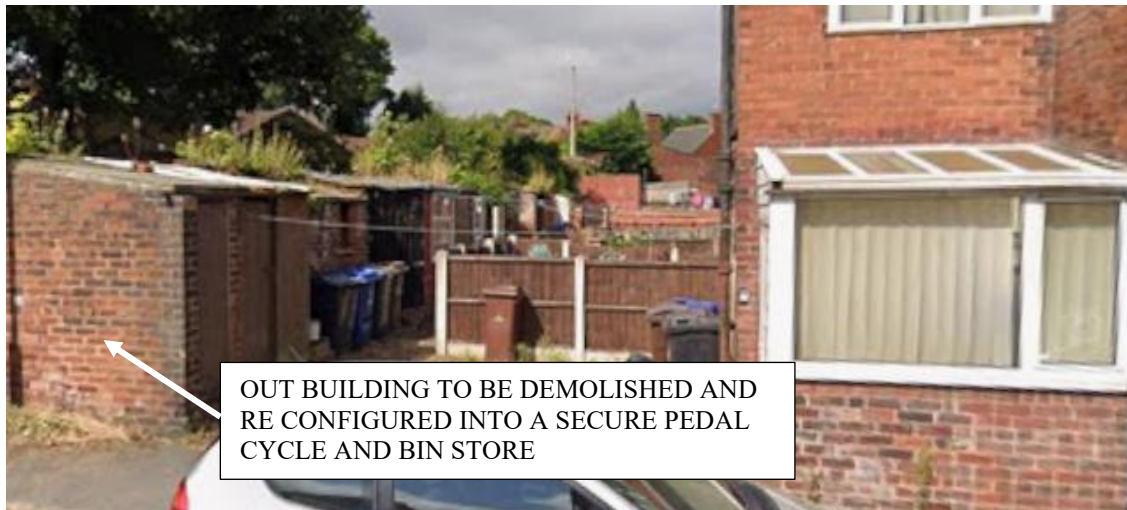
6.0 REFUSE & RECYCLING

An enclosure specifically designated for the storage of refuse bins has been incorporated into the scheme, see drawing 006/26 & 007/26. Refuse storage is located within the domestic curtilage. All waste collections, to be undertaken by the local authority.

FLAT 1	TYPE	COLOUR	DIMENSIONS	VOLUME in LITRES
1	General waste	Grey	720 x 650 x 1060	240
1	Recycling	Blue	560 x 560 x 1060	140
1	Recycling	Brown	560 x 560 x 1060	140
1	Recycling	Green	720 x 650 x 1060	240

FLAT 2	TYPE	COLOUR	DIMENSIONS	VOLUME in LITRES
1	General waste	Grey	720 x 650 x 1060	240
1	Recycling	Blue	560 x 560 x 1060	140
1	Recycling	Brown	560 x 560 x 1060	140
1	Recycling	Green	720 x 650 x 1060	240

- 6.1 Photograph showing the rear of the terrace row and highlighting where the refuse bins are placed current placed by the residents. The travel distance for the collection of the bins for the new flats is less than the BMBC specified benchmark of 30 meters.



7.0 ENVIRONMENTAL (flood risk)

The Environment Agency's flood map data shown has been checked and the proposed dwelling is located within flood zone 1, which does not require a flood risk assessment

FLOOD MAP (environment agency map & descriptive)



Flood map for planning

Your reference	Location (easting/northing)	Created
Unspecified	440705/402479	13 April 2026 13:49

Your selected location is in flood zone 1, an area with a low probability of flooding.

You will need to do a flood risk assessment if your site is **any of the following**:

- bigger than 1 hectare (ha)
- in an area with critical drainage problems as notified by the Environment Agency
- identified as being at increased flood risk in future by the local authority's strategic flood risk assessment
- at risk from other sources of flooding (such as surface water or reservoirs) and its development would increase the vulnerability of its use (such as constructing an office on an undeveloped site or converting a shop to a dwelling)

Notes

8.0 CONCLUDING STATEMENT

In conclusion the two residential units have been designed in response to a clear local demand for smaller dwellings which contribute to the local housing supply ensuring the efficient use of an existing building without altering the character of the street scene. The construction will demonstrate high quality with each asset having its own private access. Both units will have sufficient internal and external storage and to be a sustainable form of development, minimizing noise transfer through walls and floors in accordance with “part E” of the building regulations, maximizing the use of an existing building to provide much needed housing within the area.

The details given in this planning statement are written for the governing local authority to give consideration to the proposal, and to aid the planning department to make an informed decision.

In conclusion, the proposed development represents a suitable development addressing relevant considerations and satisfies the requirements of national, regional and local planning policies; therefore, the local authority should accord a favourable judgment.