

Planning, Design and Access Statement

Springfield Livery, Barnburgh Lane , Goldthorpe S63 9PG

6 April 2020

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1.0 Introduction

- 1.1 This Planning Design and Access Statement has been prepared by DCH Consulting Ltd on behalf of Ms Kirsty Grainger to support a planning for the erection of a detached dwelling at land at Springfield Livery, Barnburgh Lane, Goldthorpe submitted by N Murray Design.
- 1.2 The site is a previously developed site in the Green Belt comprising of stable buildings together with storage, office and workshop. An established use certification issued in 2018 confirmed the lawful use of the site.
- 1.3 Planning permission was approved in 2018 for the erection of two dwellings. The applicant wishes to propose an alternative scheme for one detached dwelling.
- 1.4 The application is supported by a package of information including the following:
 - i. Completed application forms and certificates;
 - ii. Architectural Plans prepared by N Murray Design;
 - iii. Planning Design and Access Statement (this document);
 - iv. Tree Survey prepared by James Royston Arboricultural Consultant;

Background

- 1.5 This application is submitted in full and based on the guidance contained within paragraph 45 of the National Planning Policy (NPPF), which states that new buildings are inappropriate in the Green Belt, except where the re-development would not have a greater impact on the openness of than the existing development or not cause substantial harm to the openness of the Green Belt where the development would re-use previously developed land or contribute to meeting an identified housing need.
- 1.6 Planning permission has been approved for two dwellings on the site and as such the principle of residential development on the site has been established. The application 2018/0627 remains extant.

Site Location

- 1.7 The site is located on Barnburgh Lane, around 400 metres from Goldthorpe, within the countryside.
- 1.8 The site comprises of a collection of buildings and is bound by trees and vegetation. Buildings are constructed in brick with sheet roofing. The site has a footprint of approximately 520.8 m2.



Fig 1 - Site Location

The Proposed Development

- 1.9 The Proposed Development comprises of a full application for the erection of a detached single storey dwelling, access is to be taken from the existing access track from Barnburgh Lane.
- 1.10 Further details are set out in Section 2 below and in the supporting plans and reports.

Planning History

- 1.11 Set out below is the recent relevant planning history taken from Barnsley Council's Planning Applications Online system:

Application Reference	Proposal	Decision	Date
2018/0627	Erection of 2 no. Bungalows – Outline Application	Granted	19.10.18
2018/1041	Certificate of lawfulness for existing use of site as livery	Granted	19.10.18
2017/1294	Erection of 2 no. Bungalows – Outline Application	Withdrawn	23.11.17

2.0 Site Location and Proposed Development

Site and Surrounding Area

- 2.1 The site is located on Barnburgh Lane to the east of Goldthorpe and west of Barnburgh. The site is considered to be previously developed comprising of existing stables, office, workshop and general storage buildings constructed in brick.
- 2.2 The site measures approximately 227 m² and comprises of 4 buildings. The plan below identifies the existing buildings on site:



Fig 2 – Existing Site Plan

- 2.3 The site is accessed via an existing gated access taken from Barnburgh Lane. There is a footpath on both sides of Barnburgh Lane, however, on the south side the footpath terminates just past the site. Pedestrian access is provided to Goldthorpe.
- 2.4 A public bus service can be accessed in both directions from Barnburgh Lane at the junction with Green Lane. Goldthorpe provides a range of local facilities within walking distance of the site. As such the site is considered to be in a sustainable location.

- 2.5 There are a number of trees and hedgerows on the boundaries site, please refer to the accompanying Tree Survey for further details.
- 2.6 The site is located within Flood Zone 1 as defined by the Flood Maps for Planning.



Fig 3 – Flood Map taken from Flood Maps for Planning

The Proposed Development

- 2.7 The proposed development comprises of a full application for the erection of one dwelling. Access is to be taken from the existing access. The existing stables are to be reduced in size to accommodate the siting of the proposed dwelling and the three sheds are to be retained.



Fig 4 - Proposed Site Layout

- 2.8 The proposed dwelling is single storey with turrets on each corner. The internal layout provides 3 bedrooms, living room, kitchen/dining room and family bathroom. Fenestration is horizontal in emphasis with vertical emphasis windows in the turrets.
- 2.9 The roof is proposed to be flat with three rooflights over the kitchen/dining room, entrance hall and wardrobe for the master bedroom.

3.0 Planning Policy Context

- 3.1 This section of the report identifies the key planning policy and guidance at a national and local level relevant to the proposal, identifying key policy issues pertinent to the determination of the planning application.

National Planning Policy Framework

- 3.2 The National Planning Policy Framework (NPPF) was published February 2019. The NPPF is a material consideration in the determination of planning applications. The most pertinent policies are set out below.

- 3.3 In March 2014, The Government published Planning Practice Guidance (PPG) which sets out revised planning practice guidance to be read in conjunction with the NPPF. Reference is made to the supporting PPG where relevant.
- 3.4 At the heart of the NPPF is a presumption in favour of sustainable development. Achieving sustainable development, the planning system has 3 objectives:
- a) an economic objective
 - b) a social objective
 - c) an environmental objective
- 3.5 Planning policies and decisions should take an active role in guide development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities for each area.
- 3.6 Local Planning Authorities should approach decisions on a proposed development in a positive and creative way and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area.
- 3.7 Paragraph 11 of the NPPF defines a presumption in favour of sustainable development, for decision taking this means approving development proposals that accord with an up to date development plan without delay or where there are no relevant policies or where the most important for determining the application are out of date, planning permission should be granted unless there is clear reason to protect an area or asset or the adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies of the framework as a whole.

Delivering a sufficient supply of homes

- 3.8 Paragraph 68 of the NPPF identifies the role that small and medium sizes sites make to the housing requirement of the area.
- 3.9 Paragraph 79 of the NPPF states that planning decisions should avoid the development of isolated homes in the countryside unless the development would enhance the setting and reflect the highest standards of design.

Promoting sustainable transport

- 3.10 Paragraph 102 of the NPPF states that transport issues should be considered from the earliest stages so that:
- the potential impacts of development on transport networks can be addressed;

- opportunities from existing and proposed transport infrastructure, changing usage can be realised in relation to scale, location density of development that can be accommodated;
- the environmental impacts of traffic can be assessed and taken into account along with any net environmental gains.

3.11 Paragraph 108 states that when considering specific applications for development, it should be ensured that:

- appropriate opportunities to promote sustainable transport modes can be taken up given the type of development and location;
- safe and suitable access can be achieved for all users;
- any significant impacts from the development network in terms of capacity and congestion, or on highway safety, can be cost effectively mitigated to an acceptable degree.

3.12 Paragraph 109 states that development should only be refused on highway grounds if there would be an unacceptable impact on highway safety or the cumulative impacts on the road network would be severe.

Making effective use of land

3.13 Paragraph 118 d) promotes the development of under-utilised land and buildings.

Achieving well designed places

3.14 The NPPF considers that the creation of high quality buildings and places is fundamental to the planning and development process. Good Design is a key aspect of sustainable development. Paragraph 127 sets out the key criteria for planning decisions.

Protecting Green Belt Land

3.15 Paragraph 13 of the NPPF sets that the great importance of Green Belts to the Government. Paragraph 134 reiterates the five purposes that Green Belts serve, three of which are relevant in the consideration of the proposal.

- a) To check unrestricted sprawl
- b) To prevent neighbouring towns merging into one another
- c) To assist in safeguarding the countryside from encroachment

3.16 Paragraph 143 states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

- 3.17 Paragraph 145 states that LPA's should regard the construction of new buildings as inappropriate in the Green Belt exceptions to this are g) states that limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use which would :
- Not have a greater impact on openness of the Green Belt than the existing development;

Meeting the challenge of climate change, flooding and coastal change

- 3.18 Paragraph 155 states that development should be directed away from areas at high risk of flooding.

Conserving and enhancing the natural environment

- 3.19 Paragraph 170 of the NPPF states that planning decisions should contribute to and enhance the natural and local environment. b) recognising the intrinsic character and beauty of the countryside and of trees and woodland.
- 3.20 Paragraph 180 of the NPPF states that planning decisions should ensure that new development is appropriate for its location, taking account of likely effects of pollution on health, living conditions and the natural environment.

Planning Practice Guidance

- 3.21 Assessing the impact of a proposal on the openness of the Green Belt, where it is relevant to do so, requires a judgment based on the circumstances of the case. By way of example, the courts have identified a number of matters which may need to be taken into account in making this assessment. These include, but are not limited to:
- openness is capable of having both spatial and visual aspects – in other words, the visual impact of the proposal may be relevant, as could its volume;
 - the duration of the development, and its remediability – taking into account any provisions to return land to its original state or to an equivalent (or improved) state of openness; and
 - the degree of activity likely to be generated, such as traffic generation.

Development Plan

- 3.22 Barnsley's Local Plan consists of the Adopted Local Plan and Policies Map and sets out how the Council will manage physical development of the borough on behalf of residents and businesses. Following public consultation and examination by an Independent Planning Inspector, Barnsley's Local Plan was adopted by Full Council on 3 January 2019. Barnsley's statutory development plan consists of the Local Plan, the Joint Waste Plan, the Oxspring Neighbourhood Development Plan and the Penistone Neighbourhood Development Plan.
- 3.23 Relevant policies of the Local Plan include
- SD1 Presumption in Favour of Sustainable Development
 - GD1 General Development
 - GB1 Protection of Green Belt
 - GB2 Replacement, extension and alteration of existing buildings in the Green Belt
 - T3 New Development and Sustainable Travel
 - T4 New Development and Transport Safety
 - D1 High Quality Design and Place Making
 - LC1 Landscape Character
 - CC2 Sustainable Design and Construction
 - CC3 Flood Risk
 - CC4 Sustainable Drainage Systems (SuDs)
 - CL1 Contaminated and Unstable Land
 - GI1 Green Infrastructure
 - Poll1 Pollution Control and Protection'
- 3.24 SPD - Design of Housing Development Adopted May 2019

4.0 Planning Assessment

Introduction

- 4.1 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act, this section considers the acceptability of the proposed development against the statutory development plan, as well as other material considerations.
- 4.2 As referred to above, the NPPF makes it clear that Local Planning Authorities should approve development proposals that accord with the development plan without delay and there is a presumption in favour of sustainable development.

- 4.4 When assessed against the core objectives of what constitutes sustainable development set out in paragraph 11 of the NPPF it is concluded that the application is sustainable development.

Economic Objective - The proposal will result in, indirect job creation through the construction of the development and supporting services.

Social Objective – The development will enable the applicant to live and work on site in a well designed safe built environment.

Environmental Objective – The proposal will make effective use of land whilst protecting the trees and ecology on and around the site, promoting the use of sustainable materials and energy sources and sustainable transport measures to mitigate the impact on climate change.

Principle of Development

- 4.5 The principle of residential development has been secured on the site under planning application 2018/0627 for the erection of two bungalows. This application remains extant.
- 4.6 A Certificate of Lawful use for the site as use as a livery was approved under reference 2018/1041.
- 4.7 We are therefore of the opinion that residential development is acceptable in principle.

Highways and Transportation

- 4.8 Access to the residential development is via the existing access, there are no alterations proposed to the site access. Application 2018/0627 allowed for two dwellings, as such we are of the view that the creation of one dwelling will result in a reduction of traffic movements and along with the public transport options close to the site the proposal accords with policies T3 New Development and Sustainable Travel, T4 New Development and Transport Safety of the Barnsley Local Plan and Chapter 9 of the NPPF.

Environment

Trees

- 4.9 A Tree Survey has been undertaken by James Royston Arboricultural Consultant in accordance with BS5837:2012 ref 191217. The survey has identified 6 trees and/or groups of trees as identified within/on the edge of the site boundary. There are no high value trees identified. One tree and one group of trees are of medium value and have been allocated a category B. Most of the trees surveyed were of low value and allocated a category C.
- 4.10 Category C trees are not usually considered to be a constraint to a development but sometimes can be considered to have a collective value when considered as a group.
- 4.11 The proposal does not impact upon the trees and as such considered to accord with policy LC1 of the Barnsley Local Plan, Design of Housing SPD and Chapter 15 of the NPPF.

Biodiversity

- 4.12 There are no habitats on the site or been identified in the previous application. There are no conditions in relation to biodiversity on the current approval.
- 4.13 The proposal is therefore considered to be in accordance with policy GI1 of the Barnsley Local Plan and Chapter 15 of the NPPF.

Pollution

- 4.14 There is no evidence to suggest that the site is affected by unacceptable levels of soil, air, water, noise pollution or land instability. The proposal will reduce the number of previous traffic movements from the previous scheme. No concerns were raised previously with regards to contaminated land and there are no conditions requiring further details in relation to pollution.
- 4.15 The proposal is therefore considered to comply with policy CL1 of the Barnsley Local Plan and Chapter 15 of the NPPF.

Flooding

- 4.16 The site is located within Flood Zone 1 as identified above. Flood Zone 1 is an area of low risk from flooding.
- 4.17 There is no evidence to suggest that there are any critical drainage issues.

- 4:18 The proposal is therefore considered to comply with policy CC1 of the Barnsley Local Plan and Chapter 14 of the NPPF

Design and Visual Impact

Visual Impact

- 4.19 Barnsley Design of Housing Developments SPD sets out the key design principles for new dwellings, which include expectations to respect local character, landscape character, important views and vistas, scale, layout, building styles and local materials.
- 4.20 Through layout and design, development should contribute towards place making and be of high quality that contributes towards healthy, safe and sustainable environment, enhance the character and setting of distinctive places and transform physical environment that have become run down and are lacking in distinctiveness. Development should display architectural quality and express proposed uses through its composition, scale, form, proportions and arrangement of materials, colours and details.
- 4.21 Whilst the site is located within the Green Belt, views within the site are limited due to the belt of mature trees to the west boundary and the hedgerows to the east boundary. The area is relatively flat and within an area of land between Goldthorpe and Barnburgh rather than within the open countryside, the area is not defined as within an important landscape. The site is also set closer to Barnburgh Lane than properties on Engine Lane and Green Lane, as such it is seen in context with the urban development including that to the north on Foxmires Grove.
- 4.22 Set out below are the key views.

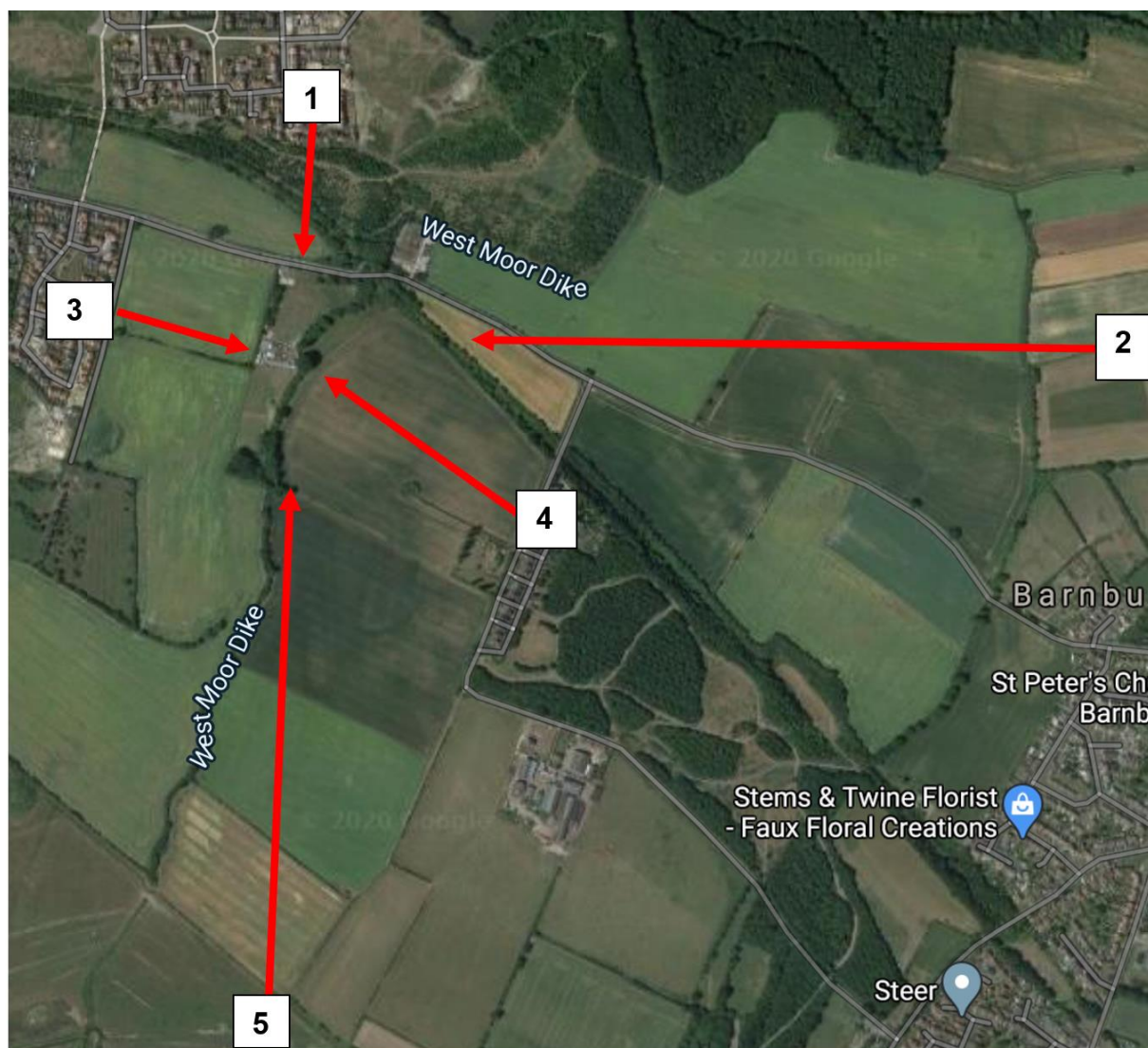


Fig 5 – Key Views – Map taken from Google Maps

4.23 They key views above are identified below:

1. Foxmires Grove – North
2. Hickleton Road – East
3. Engine Lane – West
4. Green Lane – South East
5. Lowfield Lane – South

4.24 Foxmires Grove



Fig 6 – View from Foxmires Grove

4.23 Hickleton Road



Fig 7 – View from Hickleton Road

4.24 Engine Lane



Fig 8 – View from Engine Lane

4.25 Green Lane



Fig 9 – View from Green Lane

Scale

- 4.27 The majority of the residential development in the locations identified above are two storey, the extant permission allows for single storey dwellings. We are of the view that the principle of a single storey dwelling with features that extend its height in this location would be acceptable given the level of natural screening, limited views and character of the wider area.

Layout

- 4.28 The proposed dwelling is to be in an 'L' shape, laid out on the part of the site that has been previously developed and on the footprint of the previously approved scheme. The layout and siting have been chosen due to the level of screening from mature trees which mask any potential views of the dwelling from further afield.
- 4.29 The site area is around 213 square meters with modest footprint to the dwelling. The proposed dwelling has three bedrooms, a family bathroom, ensuite to master bedroom, living room and kitchen. The dwelling has been orientated to take benefit of the sun path, with early sun to the kitchen/dining area and sunset to the rear lounge.
- 4.30 The amenity space for the dwelling is to the front with the dwelling being separated from the livery use.

Design

- 4.31 The design reflects the applicants desire to create a distinctive 'fortified' style property which will contribute towards raising the standards of design in the rural area. The NPPF states that the creation of high quality buildings is the key to sustainable development. There are very rarely opportunities for modern living in castles. The dwelling is to be constructed in a high quality artificial stone with composite doors and aluminium windows to add a contemporary feel to the design.
- 4.32 The roof is flat with a castellated parapet detail, the turrets are finished in tiles. These details are taken from Hooten Pagnell Hall.



Fig 10 – Hooten Pagnell Hall – Castellated Parapet

- 4.33 The majority of the properties in the nearby area are constructed in a traditional form with either red or buff brick. The majority are semi detached or detached properties on housing estates.
- 4.34 Design influence was taken from Bilham Hall, a building which sits between Hickleton and Hooten Pagnell (Doncaster Metropolitan Borough) to the north of the site. Gothic influence is also taken from the boundary features in Hickleton Village and turrets from Hooten Pagnell Village. Gothic architecture in particular is noted for its elaborate decorations that were often incorporated into the architecture itself.
- 4.35 Bilham Hall



Fig 11 – Location of Bilham Hall – taken from Google Maps

4.36 Bilham Hall Images



Fig 11 – Bilham Hall - Taken from Google

4.37 Turrets at Hooten Pagnell



- 4.38 The proposal is considered to be sympathetic to the local character and history, including the surrounding built environment and landscape setting, encouraging innovation and a property that will function well and be visually attractive as a result of good architecture in accordance with paragraph 127 of the NPPF, Policy D1 High Quality Design and Place Making of the Barnsley Local Plan and Policy DH1 of the SPD.

Amenity

- 4.39 Policy GD1 General Development of the SPD sets out that proposals for development will be approved if there will be no significant adverse effects on the living conditions and residential amenity of existing and future residents. There are no existing properties close to the site and as such the proposal will not impact on living conditions. The previous approval allowed for two dwellings on the site where an existing livery use is in operation. No concerns were raised. Taking account of this the proposal is considered to meet with policy GD1.

6.0 Conclusion

- 6.1 This planning statement relates to a full application submitted to Barnsley Council for the erection of one dwelling on land at Springfield Livery, Barnburgh Lane, Goldthorpe.
- 6.2 The site is previously developed land within the Green Belt and comprises of a number of stables and storage buildings in which a livery use has been established.
- 6.3 Planning permission has been approved for residential development and as such the principle of residential development on the site is acceptable.
- 6.4 The site is well screened and not visible from key vantage points.
- 6.5 The site is accessible and considered to be in a sustainable location.
- 6.6 The scale of the development is considered to be appropriate when taking account of the site size, location, screening and the previous approval.
- 6.7 The proposal is considered to make effective use of the land, achieve a well-designed development that takes reference from local character and history.
- 6.8 The proposal results in the re-development of previously developed land that is in continuing use and would not have a greater impact on the Green Belt or cause substantial harm to the openness of the Green Belt.

- 6.9 Taking into account all of the above and the relevant local and national planning policies the proposal is sustainable development as set out in paragraph 11 of the NPPF.



Planning



Environment



Heritage



Surveying



Transport



Drone Services

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