

Planning Statement

Residential Development of a single
Detached Dwelling:- Springfield Street
Urban Barnsley



1.0 Introduction

This Planning statement has been prepared by AKB Architects on Behalf of Mr J Watkin. The purpose of the statement is to assist Barnsley Metropolitan Borough Council (BMBC) in their determination of a full planning application for erection of a single detached dwelling on land adjacent to no.2A Springfield Street, Barnsley.

In addition to this Statement, the planning application should be considered against the following supporting documents:

Plans

- Site Location Plan 1/1250
- Existing Plans Dwg no. P 01 V5M
- Proposed Plans Dwg no. P 02AA V5M

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.

The Statement shall also outline the sustainability credentials of the development and clearly demonstrate that the benefits of the scheme outweigh any potential adverse impacts.

2.0 Site & Surroundings

The application concerns the development of land located alongside no. 2A Springfield Street which is located to the west of Barnsley Town Centre. Springfield Street is residential in character supporting a mixture of 19th Century terraces housing to modern semi-detached. The street is a cul-de-sac that runs parallel to the A628 (Dodworth Road) located to the south which are linked together by pedestrian routes and by Perseverance Street to the east.

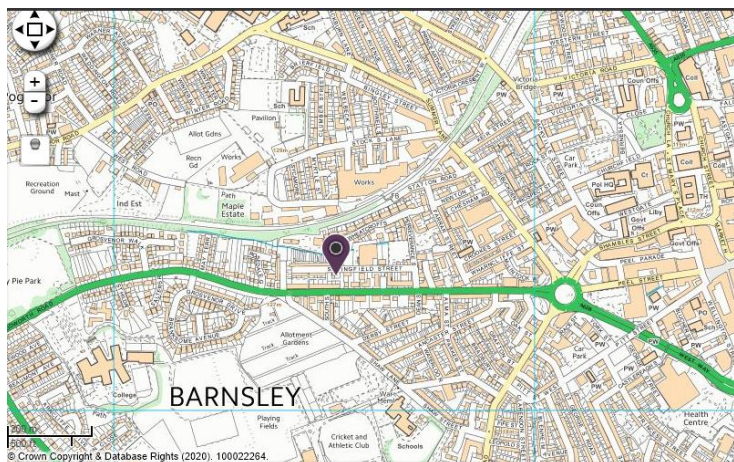
The site concerns land immediately adjacent to no. 2A Springfield Street. No.2A is part of a semi-detached pairing constructed in the early 00's. It is an example of a modern brick built townhouse comprising of accommodation across 3 floors in addition to room within the roof space. Parking is provided within an integrated garage which is accessed directly via a dropped crossing onto Springfield Street.

The land in question is rectangular in shape and extends along a pedestrian link to a cul-de-sac/parking court that serves properties on Dodworth Road. Levels rise across the site to the south. The site supports a concrete sectional garage and is enclosed by a 1.8m high Stone boundary wall, beyond this there are pedestrian steps linking Springfield Street to Dodworth Road. There are no trees within the site and the site does not fall within the boundary of a Conservation Area.

Whilst dominated by terrace housing stock there are isolated examples of modern infill development. In addition there are also examples of Victorian Villas, various outbuilding and Springfield House all of which are accessed off Springfield Street and the give a mixed residential character to the locality.

Parking Restrictions along with Permit Parking are enforce for the majority of Springfield Street. Dodworth Road is the primary access between the M1 Motorway and Town Centre, this is served with a regular bus service.

Barnsley Town Centre is located 0.6km to the west and is therefore within a convenient walking distance. There are numerous employment and leisure facilities located across the centre as well as access to transport links across the Borough and Yorkshire region.



Second Floor/ Roof Space : Two bedrooms and separate shower room WC.

External: Enclosed rear garden with dedicated bin storage area. The garden would be enclosed by existing stone wall and replacement 1.8 close boarded fence which included gated entrance.

Construction :

Exacts materials to be agreed, walls to be brick with a concrete tiled dual pitched roof. Windows have a balanced arrangement, they would be of a sash UPVC design set within a reveal with artstone heads and lintels. Black UPVC gutters and fall pipes.

3.0 Proposal

The application seeks full planning permission for the erection of a detached 2 bedroom split level (2.5 storey) dwelling. The proposals would involve the demolition of the existing concrete sectional garage which occupied the site.

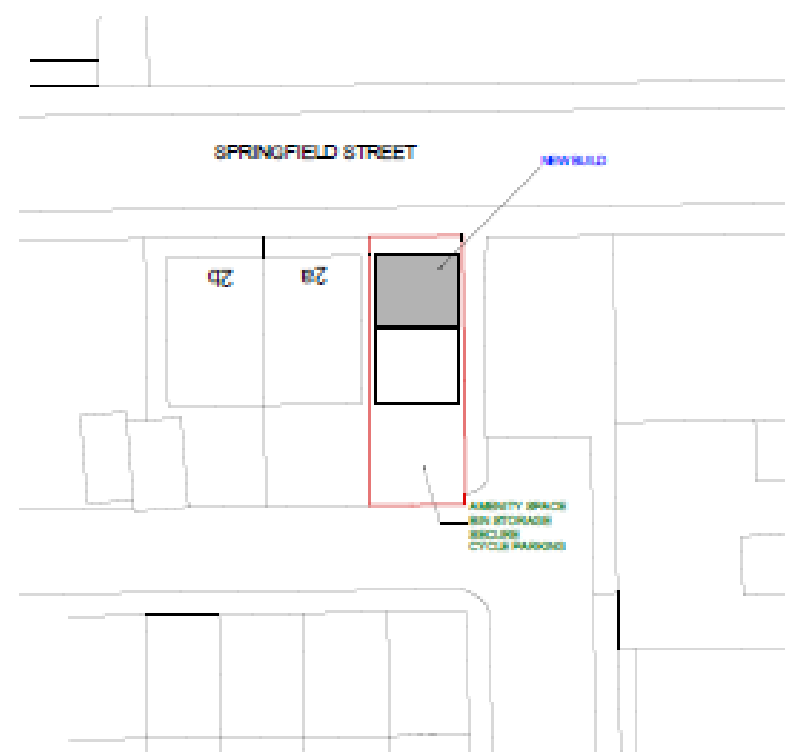
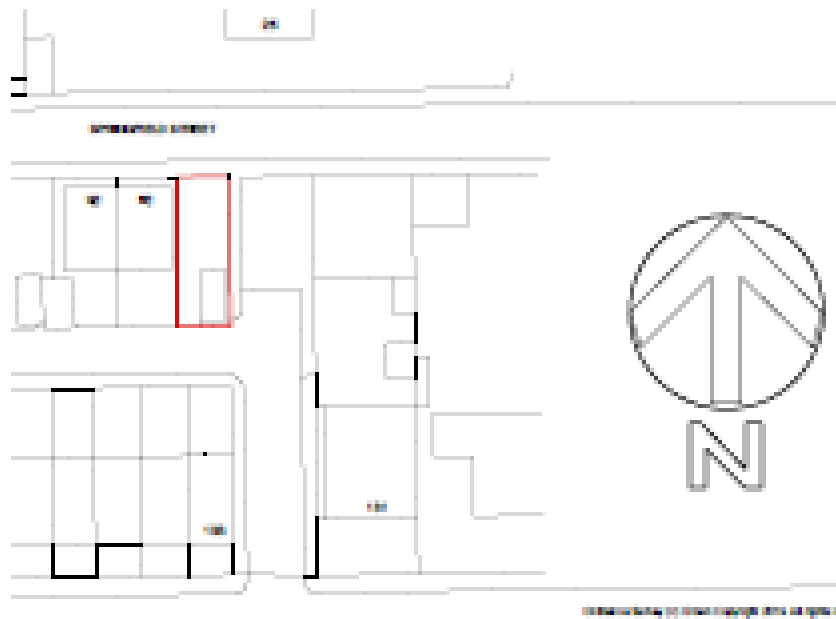
The property would front immediately to the back of Springfield Street footway and have a total floor space of approximately 100m² the accommodation would be laid out across 3 floor as follows:

Ground Floor:

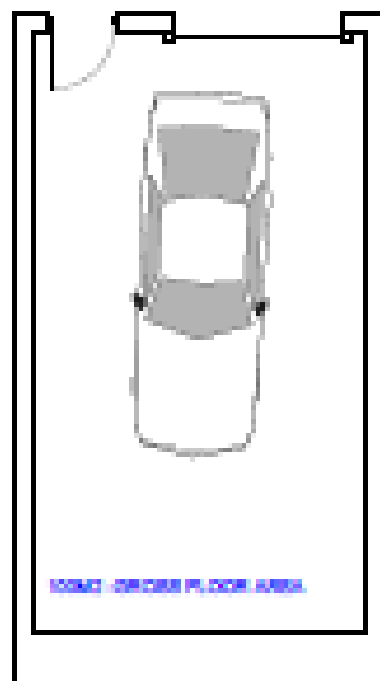
Integral garage with roller shutter door and separate pedestrian entrance.

First Floor: Living/Dining Area, Kitchen, WC and Hallway off rear entrance.

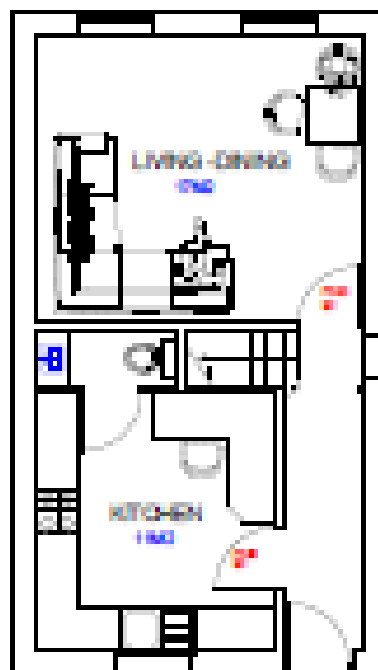
4.0 Plans



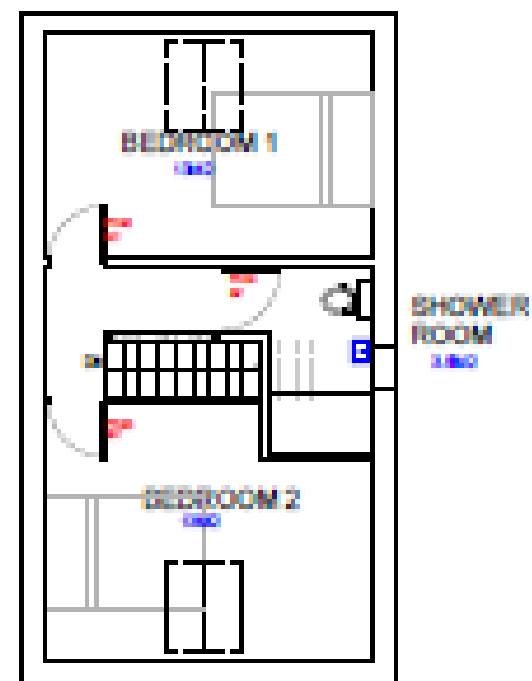
Above: Redline Location Plan
Right: Proposed Block Plan



LOWER GROUND

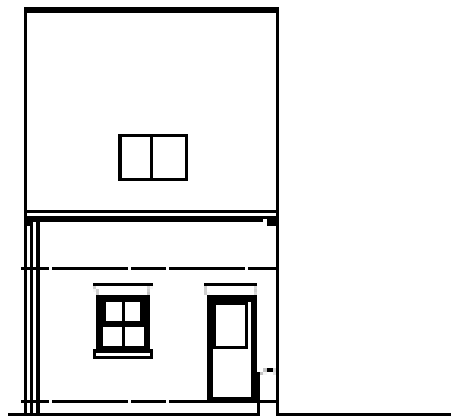
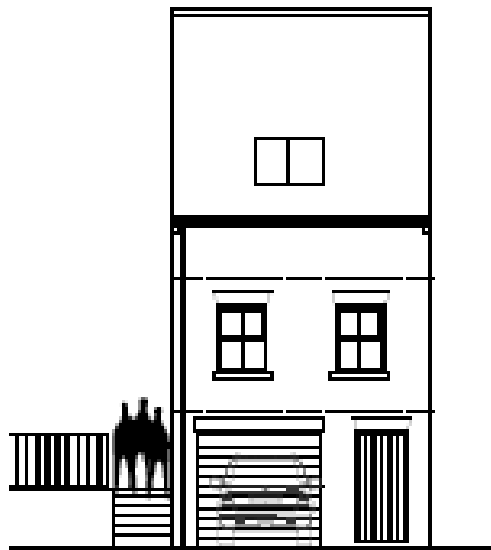


GROUND

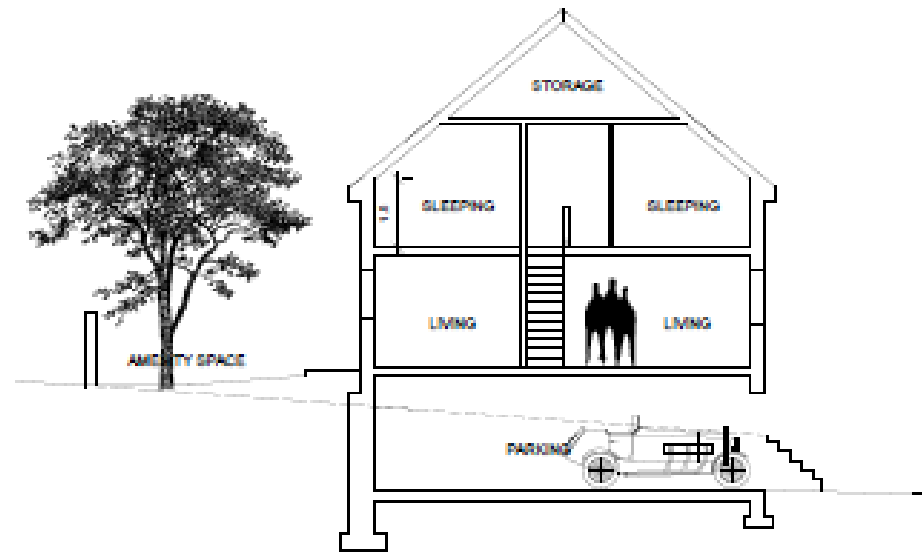


FIRST

Proposed Floor Plans



SOUTH ELEVATION



- SPRINGFIELD STREET ELEVATION

5.0 Planning Policy

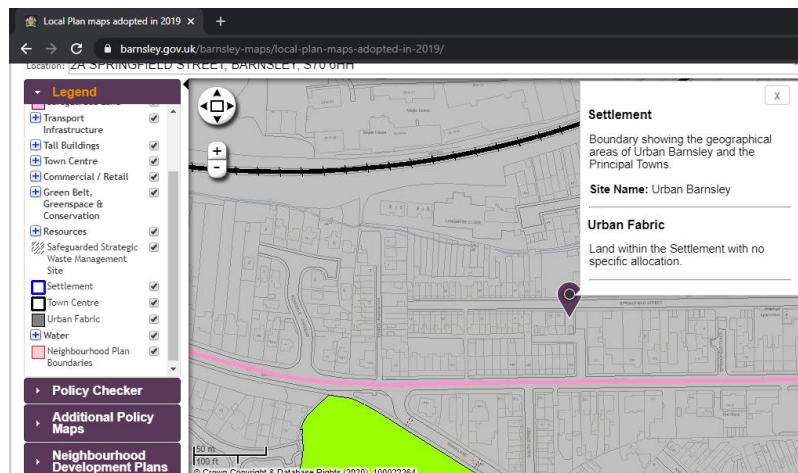
Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires applications/appeals to be determined in accordance with the Statutory Development Plan unless material considerations indicate otherwise.

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.

Local Plan Map:



In recognition of the sites allocation the following Local Planning policies apply to the determination of the application:

Local Plan Policies

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.

H2 - The Distribution of New Homes - Identifies that Urban Barnsley will accommodate 43% of the Barnsley's anticipated new housing across the plan period. This equates to approximately 9070 new homes.

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.

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.

CC4 - Sustainable Drainage Systems (SuDS) - Promotes the use of SuDS on both major and minor development. Identifies that planning applications should be supported by a detailed drainage plan.

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.

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 ancient and veteran trees encouraging enhancements.

Supplementary Planning Guidance

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 February 2019. It is a material consideration in planning decisions. At the heart of the NPPF is a presumption in favour of sustainable development, and 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.

7.0 Planning History

Historic

B/03/1106/BA - Outline for erection of a pair of semi-detached houses - Details not available

8.0 Assessment

Prior to the submission of the application the applicant engaged in pre application discussions with the Local Planning Authority, the planning Officer (James Hyde) advised the development was compatible with the Development Plan Allocation. It was also observed that;

- The scale of the development had been reduced to address initial concerns;
- There were no objections from a highway perspective having regard to safety and capacity;
- Submission of a Planning Application was encouraged.

Principle:

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 located within the urban boundary.

The Local Plan identifies that within such areas new 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. In recognition of the residential character of Springfield Street and surrounding area it is clear that a

residential dwelling 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'. Whilst only a modest contribution would be achieved the proposals would nonetheless add to the local supply of housing. In addition, the opportunity to develop individual plots is also aligned to the Governments commitment to promote self-build housing.

Paragraph 68 identifies that Local Planning Authorities should; 'support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes'.

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. Policy H4 identifies the opportunities that small unallocated sites can make to meeting housing growth targets. The proposals are fully compliant with these strategic policy objectives.

Sites within the Urban Fabric are invariably sustainable given they are within established communities where people already live with direct access to transport, employment, services and amenities. Policy H4 recognises that developing such sites reduces 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 range and choice of housing within the locality. It should therefore not be disputed that the resultant contribution to housing supply is compatible with the objectives of local policies LG2, H2 and H4, as well as guidance on decisions to be taken on housing supply and growth contained within the NPPF.

The principle in land use terms is considered to meet the expectations of the Development Plan.

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".

Policy D1 states new development is expected to be of high quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and features of Barnsley. This can be achieved by development responding positively to the character, local distinctiveness and form of its surroundings. New developments should be responsive to their context and be visually attractive as a result of good architecture and appropriate landscaping.

Pre application discussions with the LPA confirmed acceptance in principle to residential development following revisions to the design and scale. The approach to the design and siting of the property has been considered carefully to reduce the impact upon neighbouring residents and to protect the integrity of the street scene.

Springfield Street is characterised by its 19th century (predominantly terraced) housing stock. With the exception of some isolated houses, to the east of the site the southern side of Springfield Street prevalence of single storey outbuildings of very little design merit. The applicant site is located at a transitional point on Springfield Street, whereby to the west of the site the highway is fronted by properties either side of the footway and the character and overall quality of the environment is uplifted by this. The reality is that the site forms an area of dead space that contributes little to local character, the proposal represent an opportunity to address this and provide welcome animation to the setting and hierarchy of the street.

The proposal comprises of the erection of a single detached 2 bedroom detached dwelling. The property would be of a traditional two storey pitched roof construction which is akin to that of neighbouring property no. 2A Springfield Street.

The proposals have been carefully crafted to create a quality designed property which harmonises with the surrounding housing stock. The design of the dwelling has been approached in a rational manner drawing upon the established character and context of the locality in terms of the mass, siting, materials and landscaping as per the requirements of Local Plan Policy D1. This detailing is evident through the simple but well considered elevation detailing, which is sympathetic in appearance and form to that of no.s 2A and 2B Springfield Street to which it would have a direct resemblance and thereby reinforce the local character as desired by policy D1,

The siting and mass of the property has also been approached in a manner intended to be fully respectful to the character of the street scene. The property would occupy an identical building line to that of neighbouring properties and would provide a continuous frame to the highway. The two storey design would assume a subservient appearance

to no.s 2 A&B Springfield Street, in addition to this it would create a visual 'step down' down to the two storey outbuilding located on the opposite side of the linking Dodworth Road steps. The design would assimilate successfully and have an acceptable relationship to the street scene by virtue of this in compliance with Local Plan policy D1.

Key features that aid the assimilation of the dwelling within the plot and wider street scene include:

- Architectural features, fenestration and materials are consistent with no.2A&B Springfield Street, the dwelling would appear as a continuation of an established form of development;
- Property observes established building lines and frames the highway providing an active frontage and natural surveillance to the street scene;
- Ridge height and overall scale directly comparable to established dwellings within Springfield Street, particularly that of the outbuilding located immediately to the east of the site;
- Development would result in removal of a the existing concrete sectional garage which contributes negatively to the local environment;
- Building works to established principles and would result in no loss of amenity to neighbouring residents;
- The integrated garage exceed SYRDG guidance and ensures that parking does not dominate appearance of the dwelling;
- Private amenity space would be proportionate to the size of the dwelling and comfortable accommodate bin storage.

The proposal would meet sustainability criteria insofar as it:

- Represents efficient redevelopment of otherwise underutilised site.

- Is a sustainable location which is served with immediate access to services and public transport directly on hand across Barnsley Town Centre
- Would contribute to the supply of housing within Urban Barnsley

The impacts of the sites development would be negligible. The proposals make an efficient use of a largely underutilised piece of land within an accessible Urban Area. The scale of development and its relationship to other properties is typical to the higher density character of residential areas within Urban Barnsley

In recognition of the above, it is asserted that the dwelling responds positively to the context and residential character of the local area, in terms of its layout, scale and appearance. The design achieves good standards of amenity, privacy, safety/security for both future occupants and existing neighbouring properties alike. The approach is considered to be inherently sustainable, and as such adheres to the provisions Local Plan Policy D1 'High Quality Design and Place Making'.

Amenity:

The design of the dwellings has been informed by the need to achieve appropriate levels of amenity for the occupants whilst not adversely affecting that of existing residents within neighbouring properties.

The property follows established building lines so would have a typical relationship to that of neighbouring properties with regard to its interface with the street scene. The property would not share a rear boundary with other dwellings and levels of privacy, outlook and light would be retained.

The property would have an enclosed rear gardens which is of a size commensurate to that of the terrace housing stock within the locality.

With regard to proposed accommodation itself, the dwellings would exceed minimum internal spacing standards that are recommended within the South Yorkshire Residential Design Guide. The accommodation is of a good overall size measuring over 100sqm across its 3 floors. Overall levels of outlook and light are directly on par to that of the neighbouring properties.

In addition to this the close proximity of the site to Barnsley Town Centre, its associated transport links, local amenities and employment opportunities creates an attractive residential location to meet the aspirations of future occupiers.

Access:

A strategic objective of the Local Plan is to reduce car dependence across new developments. Locational factors of new development are fundamental to meeting this aspiration and this reflects on Urban Barnsley being targeted to accommodate the majority of housing growth.

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.

Springfield Street is a fully adopted highway which has no known capacity or safety issues. The properties parking would be accessed via a standard dropped crossing, measuring 4.5m x 7.8m the garage exceeds SYRDG guidelines and provides practical accommodation for vehicle and household storage.

The scale of development dictates that traffic movements would be light and infrequent and would therefore not represent an intensification of use which would compromise safety.

Public Transport is also immediately on hand with bus stops located along Dodworth Road although Barnsley Town Centre is within a convenient walking distance. The central location is particularly advantageous to reducing the need to travel by private car, in addition to the host of associated amenities the Town Centre also presents direct access to major employment opportunities (Barnsley District Hospital, College, Council etc...). This immediate access to Town Centre amenities and the transport network equates to a highly sustainable location, access to the accommodation would therefore not necessarily need to be car dependent.

Drainage:

Local Plan Policy CC4 require that developments should be drained in such a way as to avoid, mitigate or reduce the impacts of climate change, including reducing run-off rates through sustainable drainage systems.

The application site lies within Flood Zone 1, where there is the lowest risk of flooding from fluvial sources and the principle of residential development is satisfactory from a flood risk perspective.

Foul and Surface water will be treated on separate systems within the site which can be secured by a planning condition. Conditions on the exact drainage details can be applied to ensure that the requirements of policy CC4 can be met.

Ecology :

The site has a low biodiversity value. Opportunities to enhance this would be limited to the addition of bat or bird boxes, this would be appropriate to the scale of development proposed and can be conditioned to address policy BI01.

9.0 Conclusion

The site is allocated as Urban Fabric within the Barnsley Local Plan. Residential development would be wholly compatible with this allocation and the established urban character of Springfield Street.

The design and siting of the dwelling follows established building lines and the dwelling would engage positively with the street scene in accordance with good design practice.

The addition of the dwelling would see the replacement of a surplus garden area which contributes little to the character of the area. The dwelling would provide structure to the highway by framing the carriageway in a manner consistent with existing properties. This would provide welcomed animation to highway contributing positively to the amenity of the locality as a whole.

The dwelling would provide an attractive infill development that would ensure living conditions and overall standards of residential amenity are provided, and maintained to an acceptable level, both for new, and existing residents in the locality alike whereby appropriate standards of mutual privacy, light and outlook would be achieved.

This statement has identified that the proposed Development would be consistent with guidance provided at a national level in the NPPF as well as the Local Plan policies in relation to land use compatibility, residential amenity, highway safety, drainage and ecology matters.

The proposal is consistent with Barnsley's Local Plan objective of accommodating housing Growth within Urban Barnsley. In the absence of any demonstrable adverse impacts the efficient use of land as advocated by paragraph 122 of the NPPF.

Furthermore the proposals would comply with Paragraph 59 on the Framework and the Government's objective of significantly boosting the supply of housing, regard to which should be given significant weight in the decision making process. In addition, paragraph 68 gives great weight to the benefits of using suitable sites within existing settlements. The proposals would be aligned to these objectives and also contribute to housing supply within Urban Barnsley, in full accordance with the spatial strategy promoted by policies LG2 and H2 of the adopted Local Plan.

The site is located within a sustainable location as demonstrated by its accessibility and relationship to services within Barnsley Town Centre. There is established precedence for new residential development within including infill plots along Springfield Street including that of neighbouring properties.

Therefore in accordance with the NPPF, and 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.
