

Planning Statement

**Erection of detached
dwelling.**

**Land adjacent to 108 Cemetery
Road, Hemingfield, Barnsley.**

1.0 Introduction

This Planning statement has been prepared by Andrew Bailey Chartered Architect on behalf of Mr David Wroe.

The purpose of the statement is to assist Barnsley Metropolitan Borough Council in their determination of the application that seeks full planning permission for the erection of a single detached dwelling house.

The application should be assessed against the following plans:

Dwg No. P01 Rev B	Site Location Plan
Dwg No. P02	Plans Section Elevation
No Ref	Topographical Survey
Report Ref: C706	Coal mining Risk Assessment

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

2.0 Description of the application site

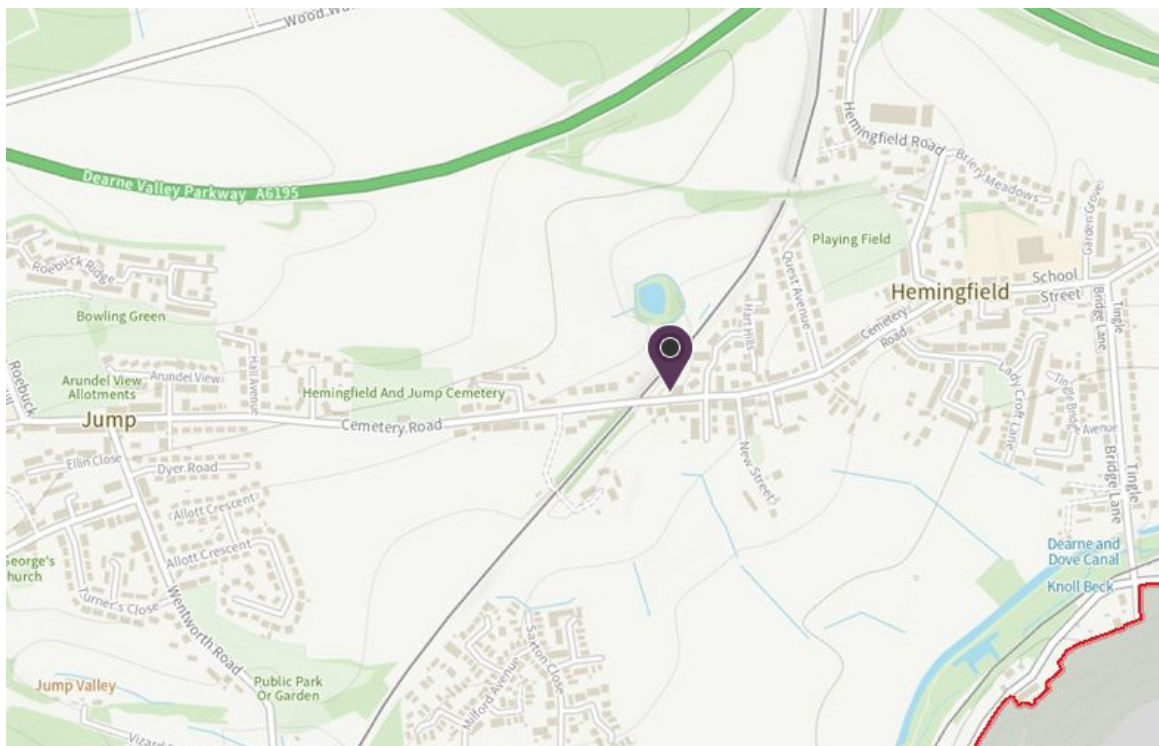
The application site refers to the development of land to the north of Cemetery Road, Hemingfield. The site is triangular in shape and is bound by a railway line running through a cutting along the west/north boundary the die boundary of no.108 Cemetery Road to the east. Cemetery Road itself runs along an east / west axis linking Hemingfield with Jump.

The boundary to Cemetery Road comprises of a 1.2m high stone wall behind which is a timber fence. The site was historically developed supporting no.110 Cemetery Road the date of demolition of which is unknown. More recently it has supported a number of Pigeon sheds, these stood on the site until as recently as 2019 (google streetview) but have since been removed. The site is currently vacant, it comprises an area of hard-standing and retaining wall which account for a fall in level of approximately 2.5m from the rear boundary to highway.

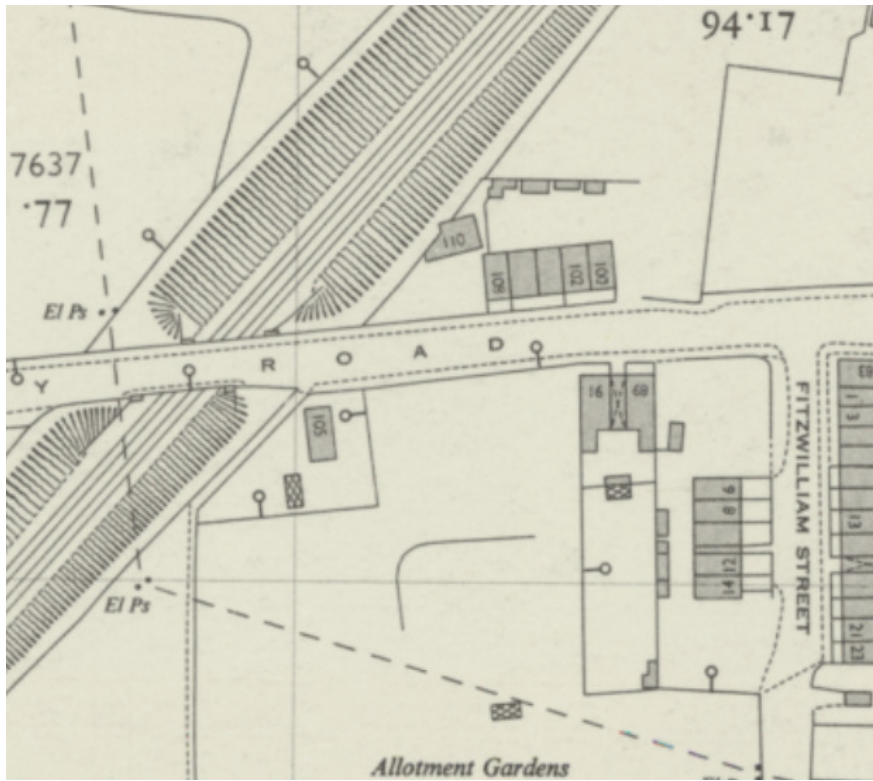


Location Plan

Location to Hemingfield:



Historic site Plan:



Street View image April 2019:



Street View Image May 2023:



Current Site Conditions:





3.0 Development Proposals

The application seeks full planning permission for the erection of a single detached two storey dwelling. The property would support 3 bedrooms all designed in compliance to SYRDG requirements with the accommodation measuring 83sqm.

The property would be constructed to a traditional style with external walls constructed from stone and a slate roof. The front elevation would have a pitched roof projecting gable which would also have bay window at ground floor. Window openings be set within a reveal, they would have a vertical emphasis and would be encased by artstone heads and sills.

The property would have private gardens to the front and rear and there would dedicated off-road parking for 2 vehicles. The existing stone boundary wall to cemetery road would be largely retained all being for the creation of a driveway entrance designed with a 2m x 2m pedestrian intervisibility splay.

It is proposed that all external construction materials including the driveway are to be agreed by a planning condition prior to construction.

Accommodation Split:

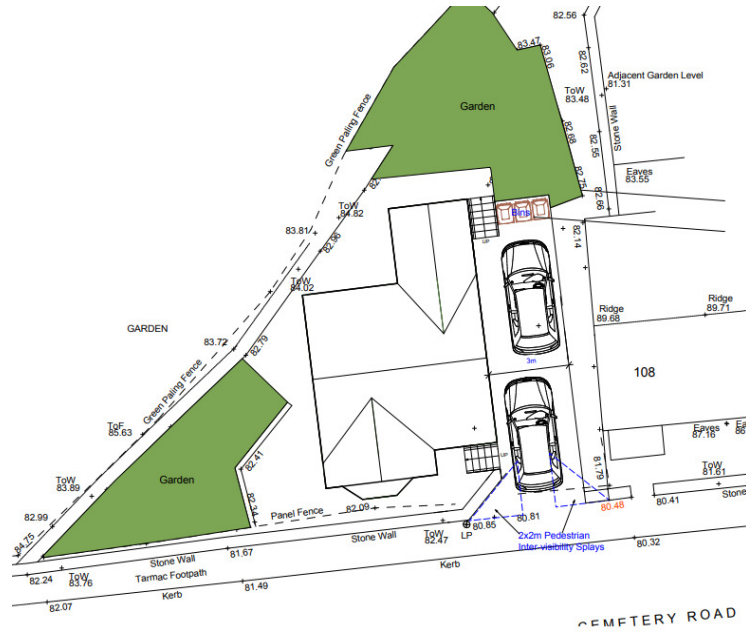
Ground Floor:

Hall, Lounge, Kitchen/Diner, WC

First Floor:
Three bedrooms (1 en-suite) and family bathroom.

4.0 Plans

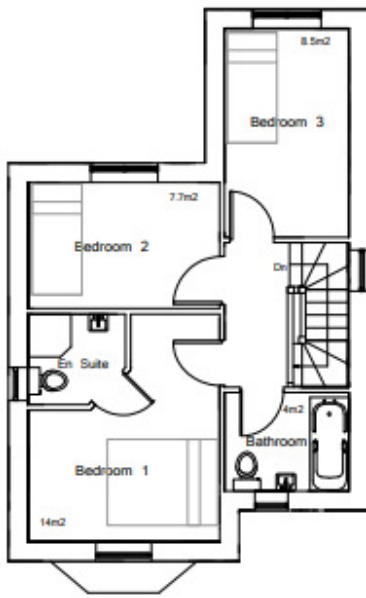
Site Layout



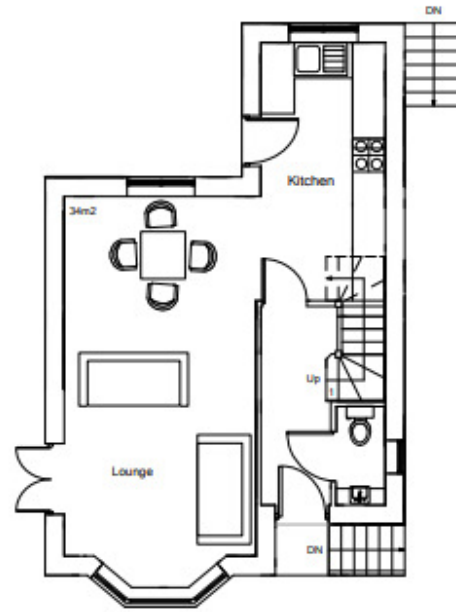
Front & Rear Elevations:



Floor Plans:



First (41M2)



Ground (42M2)

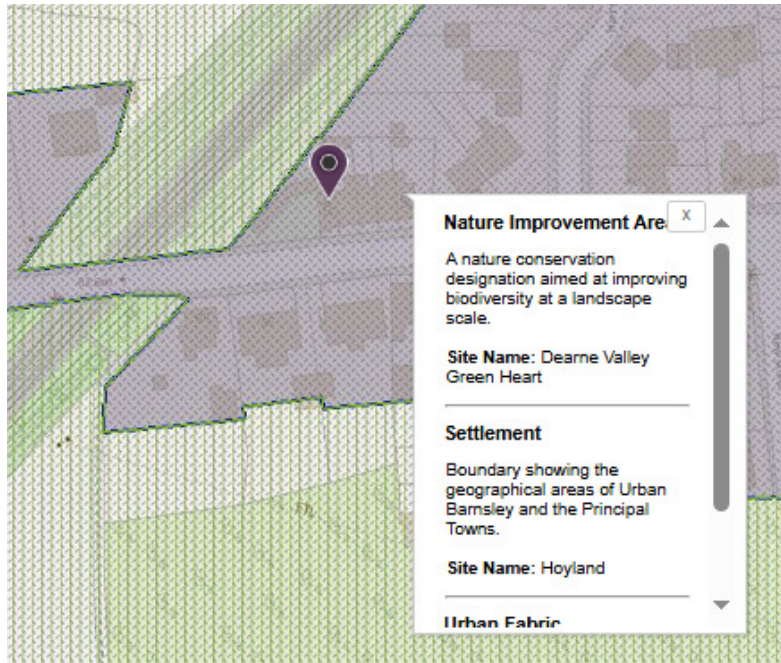
5.0 Planning Policy

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 Urban Fabric within the Hoyland Principal Town boundary. The site is not within a Conservation area and there are no designated assets within the vicinity.



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 and Principal Towns.

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 Hoyland will accommodate 12% of the Barnsley's anticipated new housing across the plan period. This equates to approximately 2263 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 CABI '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. 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 11 - Making effective use of land

Chapter 12 - Achieving well-designed beautiful places

Chapter 14 - Meeting the challenge of climate change, flooding and coastal change

Chapter 15 - Conserving and enhancing the natural environment

6.0 Planning History

2024/ENQ/00201 - Pre-application advice was sought before the submission of the application. The Planning Officer (Laura Bennett) offered encouraging advice raising no land use or amenity issues. The Local Highway Authority also confirmed the access and parking arrangements to be acceptable.

7.0 Assessment

Principle:

Cemetery Road is an established residential area, it is the main thoroughfare which links Hemingfield with Jump. The Local Plan identifies the site as being within the settlement boundary of Hoyland, the town centre of which is located to the south west.

Historically the site has been developed with maps showing what would appear to be a detached dwelling. Whilst the property has long-since been demolished it nonetheless remains a historic precedent that the site has, and can, support residential development. More history demonstrates that the site has supported an independent use associated with pigeon breeding/racing, the associated buildings have since been cleared but for the purposes of the planning assessment it is considered that the land is previously developed (brownfield).

The site's Local Plan allocation as Urban Fabric applies to land located within the urban boundary and which is generally residential in character. The Local Plan identifies that within such areas new development is acceptable in principle where it complies with the predominant land 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 predominantly residential character of Cemetery Road, it is clear that a residential dwelling would be fully compatible with the locality and would raise no land use planning issues.

Paragraph 60 of the NPPF identifies that The Government's 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 on an otherwise surplus piece of urban land. In addition, the opportunity to develop individual plots is also aligned to the Government's commitment to promote self-build housing.

Paragraph 70(d) 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'.

In meeting the need for housing growth paragraph 124 (c & d) promote the redevelopment of suitable brownfield land within settlements and underutilised urban land. The opportunity for the site to be repurposed and support a new family dwelling is fully aligned to this policy objective, accordingly the proposals represent a highly efficient and suitable use of the site.

Local Plan Policy LG2 'The Location of Growth' prioritises development within Principal Towns, Hemingfield being within the settlement boundary of Hoyland. The proposals are therefore aligned to this strategic growth objective.

Policy H2 'Distribution of New Homes' identifies that Hoyland should accommodate 12% 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 Principal settlement boundaries are inherently sustainable given they are within established communities where people already live and served with access to essential facilities and amenities. Policy H4 prioritises development within these areas as it reduces

the need to provide new housing sites outside settlement boundaries which are less sustainable. The proposals would introduce a compatible land use within an established residential area. The introduction of a family dwelling to the site would secure economic, social and environmental improvements.

The development of this accessible site 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 a matter established in the LPA's response to the initial pre-application enquiry.

Design:

The NPPF requires development to always seek a high quality of design, this is summarised in paragraph 131 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 139 states: "significant weight should be given to:

- a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or
- b) 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'.

Local Plan 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 with the design and layout being consistent with existing properties located on Cemetery Road. The approach to the design and siting of the dwelling has been considered carefully to ensure that it integrates successfully within the setting of the street scene

The character of Cemetery Road is quite varied, it includes traditional 19th century housing stock as well as more modern development. The sites located alongside a traditional terrace of 5 two storey dwellings, these are constructed from gritstone and slate roof with a simple facade treatment of stone heads and cills.

The proposal comprises of the erection of a single detached dwelling, the design of which is proportionate to the neighbouring housing stock in terms of eaves and ridge height, the use of stone and slate along with a vertical emphasis to window openings makes a direct design reference to the established vernacular of the traditional housing stock.

The proposal has been carefully designed to create a quality designed development 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. The design approach adheres to the aspirations of Local Plan Policy D1.

The layout provides an efficient and accessible development which strikes a right balance between meeting access, privacy, amenity and security requirements. The quality of the development is evident through the simple but well considered elevation detailing, which is sympathetic in appearance and form to that of properties within the street scene. The dwelling would observe the established building line, it would frame the highways successfully improving passive surveillance.

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 neighbouring properties within Cemetery Road
- Property observes established building lines and frames the Cemetery Road with good surveillance to the highway;
- Overall scale including the eaves and ridge height would marry successfully with the neighbouring property no.108;
- Development would secure a viable use of otherwise vacant previously developed land, a residential dwelling being an evidently compatible land use;
- The arrangement of windows would result in no loss of amenity to neighbouring residents;
- Parking areas would be located discreetly to the side of the property not dominating the frontage;
- Good level of private amenity space which can accommodate bin and cycle storage to the rear of the dwelling.
- Retention of the existing stone boundary wall to the highway would provide defensible space and also aid the setting of the property within the street scene appearance;

The proposal would meet sustainability criteria insofar as it:

- Represents efficient redevelopment of a previously developed site within the Hoyland Settlement Boundary;
- Is a sustainable location which is served with immediate access to services, amenities, employment opportunities and public transport directly on hand within

- Hoyland Centre;
- Would contribute to the supply of housing within Hoyland which is a Principal Town identified to support growth.

The impacts of the site's development would be wholly positive. The scale of development and its relationship to other properties being an improvement to current and historic use of the site. The development would secure the stewardship of the site which would be of significant local benefit, the associated environmental benefits of redeveloping a brownfield site are genuine and afforded significant weight in the planning assessment.

In recognition of the above, it is asserted that the dwelling responds positively to the local context and residential character of the area. The dwelling, in terms of its layout, scale and appearance would harmonise successfully into the street scene without detracting from its appearance. The design achieves good standards of amenity, privacy, safety/security for both future occupants and 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 dwelling 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 would only directly border one existing dwelling (no.108) so its impact is limited. The design and siting is such that it would observe established building lines, its relationship to that of neighbouring property would be typical to that of other properties to one another within the wider locality with regard to interface distances, window arrangements and provision of amenity space. The dwelling would follow site levels in a consistent manner to existing properties ensuring it would not have an adverse overbearing impact. Existing levels of privacy, outlook and light would be retained to all neighbours which could be influenced by the property.

The property would have an enclosed rear garden which is of a standard advocated within the SYRDG to meet family requirements. The garden is also of a sufficient size to provide secure outside storage for refuse and cycles.

With regard to proposed accommodation itself, the dwelling would exceed minimum internal spacing standards that are recommended within the South Yorkshire Residential Design Guide. The accommodation is of a good overall size with all rooms having good levels of outlook and natural ventilation.

It is acknowledged that the site is bordered by an active railway line. This however, runs through a cutting which significantly reduces noise from rail traffic. Whilst unlikely, a glazing specification can be conditioned to ensure that no undue noise disturbance would occur to the future occupants.

In addition to this the close proximity of the site to local services across

Hemingfield/Jump/Hoyland, their 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. Location factors of new development are fundamental to meeting this aspiration and this reflects on Principal Towns being targeted to accommodate the majority of housing growth outside of Urban Barnsley.

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.

The dwelling would have private parking which would be accessed via a standard dropped crossing onto Cemetery Road which is classified road. The driveway would accommodate 2 parking spaces. The access arrangement has followed the pre-application advice of the Local Highway Authority (LHA). The Highways Engineer (Christopher Lindsay) has confirmed the gradient and visibility splay would be acceptable meeting relevant design requirement relevant to the requirements of T4 on new developments.

Notwithstanding the above the scale of development dictates that traffic movements would be light and infrequent and there is adequate capacity upon the local highway network to accommodate this. There would be no compromise to highway safety from the development.

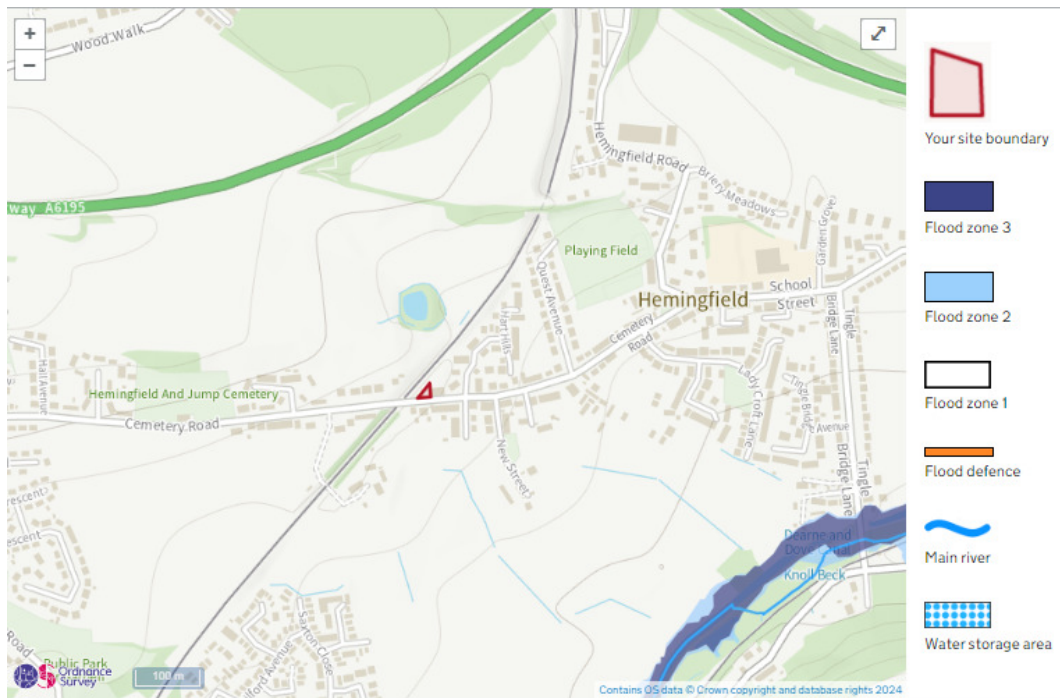
Conditions can be applied relating to the provision of an electric car charging point although is now mandated through the Building Regulations, similarly the provision of secure cycle storage could also be conditioned.

Public Transport is also immediately on hand with bus stops located along Cemetery Road, the nearest Train Stations are found north (Wombwell) and south (Elsecar). Hoyland and Wombwell are both accessible, their centres giving greater access to transport options as well as essential services and amenities.

In recognition of the above it is considered that the transport and highways impacts of the development would be negligible. The access arrangements are appropriate to serve the intended use. There would be no conflict arising with highway safety from the modest scale of development with the access and parking arrangements being of a sufficient design.

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.



As can be seen from the above extract from the Environment's Agency's Flood Risk Map the site falls well within the boundary of Flood Zone 1, accordingly it is at the lowest risk from flooding. The principle of residential development is satisfactory from a flood risk perspective.

At present the site is largely hard-surfaced and will be largely impermeable. There is no dedicated surface drainage with water likely running from the site onto the highway. The introduction of soft landscaped areas will greatly improve the site's natural drainage capacity. The addition of dedicated surface water drainage will also ensure that run-off rates can be controlled to the equivalent of greenfield values.

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 and supports less than 25sqm of a priority habitat. As such the development would be exempt from mandatory BNG requirements. A separate ecological appraisal is being prepared which should be assessed independently of this statement. There are opportunities to enhance the sites biodiversity value through landscaping proposals which could include elements of native hedge planting. Further to this the addition of bat or bird boxes could be secured, this would be appropriate to the scale of development proposed and can be conditioned to address policy BI01.

Land Stability / Contamination:

A CMRA has been undertaken which identified no significant constraints to the development of the site. A review of this can be undertaken by the LPA and their consultees, should

further investigation or design mitigation be required this can be adequately addressed by a planning condition.

Network Rail:

Given the close proximity of the site to an active railway line it is understood that Network Rail will be a statutory consultee. There are no reasons why the railway line should be a constraint to development but it is understood that working practices during construction may have to be agreed through a Basic Asset Protection Agreement (BAPA) to ensure the interests of the railway are protected.

8.0 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 Cemetery Road.

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 design and orientation of the dwelling would provide welcomed animation to the highway contributing positively to the amenity of the locality as a whole.

There is historic precedent of the site supporting residential use and more recent uses dictate that the site can be considered previously developed for the purposes of a planning assessment.

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 alike. Appropriate standards of mutual privacy, light and outlook would be achieved.

The redevelopment of a previously developed and somewhat unsightly piece of urban land would also secure environmental improvements to the locality and the setting of Cemetery Road.

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, ecology and ground condition matters.

The proposal is consistent with Barnsley's Local Plan objective of accommodating housing Growth within Barnsley's Principal towns. In the absence of any demonstrable adverse impacts the efficient use of land as advocated by paragraph 124(c&d) of the NPPF which promotes the development of brownfield sites and under-utilised urban land.

Furthermore the proposal would comply with Paragraph 60 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 69 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 Hoyland, 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 the Hoyland settlement which the site is located within.

Therefore, 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 will support this application to redevelop a brownfield site to support a good quality single dwelling.