



PLANNING STATEMENT

RESIDENTIAL DEVELOPMENT OF 1NO. DETACHED DWELLING

LAND AT 119 CROSS LANE, ROYSTON, BARNSELEY, S71 4AR

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1. INTRODUCTION

This statement has been prepared to support the submission of an application for full permission for the demolition of an existing stables block and for the construction of a single detached dwelling.

The site lies to the west of the existing dwelling at 119 Cross Lane and to the north of the existing dwellings at Church Hill, within the urban area of Royston. The site is used for equestrian purposes and contains a stable block and yard/horse exercise arena.

The proposal seeks to deliver a high quality family home in this popular residential area. The proposed development would assist in providing an adequate supply of housing in the locality whilst sufficiently respecting the character of the surrounding area.

The proposal represents the reuse of previously developed land, which is supported by local and national planning policy. The proposal results in a sustainable form of development which should be welcomed by the local planning authority (LPA).

This statement should be read in conjunction with the supporting plans supplied by NYP Architectural Services and the Highway Statement prepared by Paragon Highways which demonstrate the credentials of the scheme in more detail. It is anticipated that the Local Planning Authority (LPA) will adopt a progressive approach to this sustainable scheme.

This statement now proceeds to give details of the site. The details of the proposal are then set out. The planning merits of the scheme are then discussed in relation to relevant planning policies contained in the statutory development plan, together with Government guidance principally set out in the NPPF. In particular, it will be demonstrated that the proposal would result in a sustainable form of development, would make a positive contribution to meeting housing targets, would not harm highway safety or efficiency, would not harm the character of the area and would sufficiently protect neighbouring living conditions. Furthermore, the proposal would not result in an unacceptable impact on ecological assets. Finally, the conclusion is reached that planning permission should be granted for the proposed development.

2. THE SITE

The application site is a parcel of land to the rear of number 119 Cross Lane, Royston. The land is used for equestrian purposes. The site includes stables that can accommodate four horses, a horse exercise and yard area, and a grass paddock. The stables have historically been used for both private and commercial use.

The host property at 119 Cross Lane is a semi-detached dwelling with an access point directly from Cross Lane. The driveway for the property extends down the southern side of the dwelling and continues to provide access to the stables.

The site is surrounded to the north, south and east by existing residential properties. There is also a small retail unit just to the south of the site entrance. Barnsley Canal lies to the west of the site with further residential development beyond.

The site is within the defined urban area of the town of Royston. The site is approximately 1km from Royston Town centre so is in a highly sustainable location with excellent access to local services and public transport links.

3. THE PROPOSAL

Full planning permission is sought for demolition of the existing stables and for the construction of a single detached dwelling.

Full design details of the replacement dwelling can be found in the supporting plans supplied by NYP Architectural Services. However, at this stage the main details of the proposal are as follows:

- The proposed dwelling is a two storey, four-bedroom property.
- It is of traditional design and would be in keeping with the character of the existing built environment.
- The existing access from Cross Lane would be upgraded and improved and would provide access to the proposed dwelling.
- The existing yard / horse exercise arena would be removed.
- A parking and turning area will be provided to the front of the dwelling.
- Generous gardens would be provided to the front and rear.
- Internally, the new dwelling would have kitchen, dining and living areas to the ground floor and four bedrooms and bathrooms to the upper floors.

4. PLANNING HISTORY AND PRE-APPLICATION DISCUSSIONS

The planning history for the site comprises of the following application:

- 2012/0198 – Application approved on 16 December 2013 for erection of detached garage and stables and extension to domestic curtilage.

Given the relatively simplistic nature of the proposed development, the applicant has not requested pre-application advice from the LPA on this occasion. However, the applicant has enlisted the services of JR Planning, NYP Architectural Services and Paragon Highways to advise on the scheme.

5. ALLOCATION AND POLICIES

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise. In this instance the Development Plan consists of the Core Strategy and saved Unitary Development Plan policies. The Council has also adopted a series of Supplementary Planning Documents and Supplementary Planning Guidance Notes, which are other material considerations.

Further material considerations exist in the form of national policy and guidance contained within the revised National Planning Policy Framework (NPPF) which was published on 24 July 2018 and the suite of documents comprising National Planning Practice Guidance (NPPG).

Allocations

The site lies within the Principle Town of Royston. The site is in an area that is identified as Urban Fabric, which is land within the settlement with no specific allocation.

National

The NPPF is reflective of the guidance contained within the NPPG. The following sections of the revised NPPF are considered of direct relevance to the current proposal:

Paragraph 8 states that

“...achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

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

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

Paragraph 10 states that “...so that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.”

Paragraph 11 goes on to set out that “...plans and decisions should apply 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 development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. *the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
- ii. *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”*

Paragraph 38 states that “...local planning authorities should approach decisions on proposed development in a positive and creative way.”

Paragraph 59 states that “...to support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is

needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.”

Paragraph 68 recognises the important contribution that small developments can make to housing supply and states that “...*small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly*”, and 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;*”.

Paragraph 109 states “...*development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*”

Paragraph 118 states that “...*decisions should promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.*”

Paragraph 124 states that “...*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 127 states that “...*decisions should ensure that developments:*

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*

- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁴⁶; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”*

Paragraph 148 states that “...the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. Paragraph 155 goes on to state *Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future).*”

Paragraph 175 states that “...if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.”

The overarching message of the NPPF is that LPAs should adopt a positive and pro-active approach to planning proposals, particularly those that result in sustainable development. LPAs should not place unnecessary burdens on developers and should look to support appropriate schemes such as this.

Local Policy - Core Strategy

The following policies are considered of relevance:

CSP8 – The Location of Growth

CSP10 – The Distribution of New Homes

CSP14 – Housing Mix and Efficient Use of Land

CP29 – Design

CP36 – Biodiversity and Geodiversity

Local Policy - Saved Unitary Development Plan Policies

The following policies are considered of relevance:

H2 – The Distribution of New Homes

H4 – Residential Development on Small Non-allocated sites

H8 – Existing Residential Areas

6. ASSESSMENT

Principle

Policy CSP8 sets out a hierarchy for development in the borough and establishes that the Principle Town of Royston will be a priority location for new development. Policy H2 confirms that Royston will be expected to accommodate over 1300 new homes over the plan period. Policy H4 confirms that residential development on small non-allocated sites will be acceptable where the proposal complies with other relevant policies in the plan.

Policy CSP14 sets out that 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. Proposals to change the size and type of existing housing stock must maintain an appropriate mix of homes to meet local needs. The proposal would provide a high quality family home so would maintain the existing mix of homes in the locality.

The principle of a dwelling at the site is therefore clearly in accordance with local housing policy.

The main emphasis of current national planning policy is to ensure proposals are compliant with the definition of sustainable development set out within the revised NPPF. Sustainability is multi-faceted and is set out within the Framework taken as a whole. To achieve sustainable development, the Framework sets out that economic, social and environmental gains should be sought jointly and simultaneously through the planning system.

The proposal would be wholly sustainable using the definition set out in the NPPF for the following reasons:

- Social: The proposed development would provide a high-quality new dwelling in a popular and sustainable residential area. The application site is within the existing residential area and is a short distance from the local services and community facilities. The proposed development would safeguard the use of the site to provide a family dwelling for generations to come and would therefore provide ongoing support for the existing services and facilities. The proposal would not result in any adverse social impacts.

- **Economic:** The proposal would secure the ongoing efficient use of the existing site and would provide growth and investment in the locality. Additional economic activity would be created during the construction phase and the dwelling would ensure that residents continue to provide custom at existing local services.
- **Environmental:** The proposal would have no detrimental impact on the character of the site or the surrounding area. The proposal represents a high-quality development which would enhance the housing stock in the locality. The site is in a sustainable location with a good level of local services and future residents would have good access to public transport links to wider services. The proposal would have no adverse ecological impacts.

The proposal is for a sustainable form of residential development that would make a small but valuable contribution to meeting housing needs in the area. The principle of development is clearly acceptable.

Design of the Proposed Dwelling

Policy CSP29 states that:

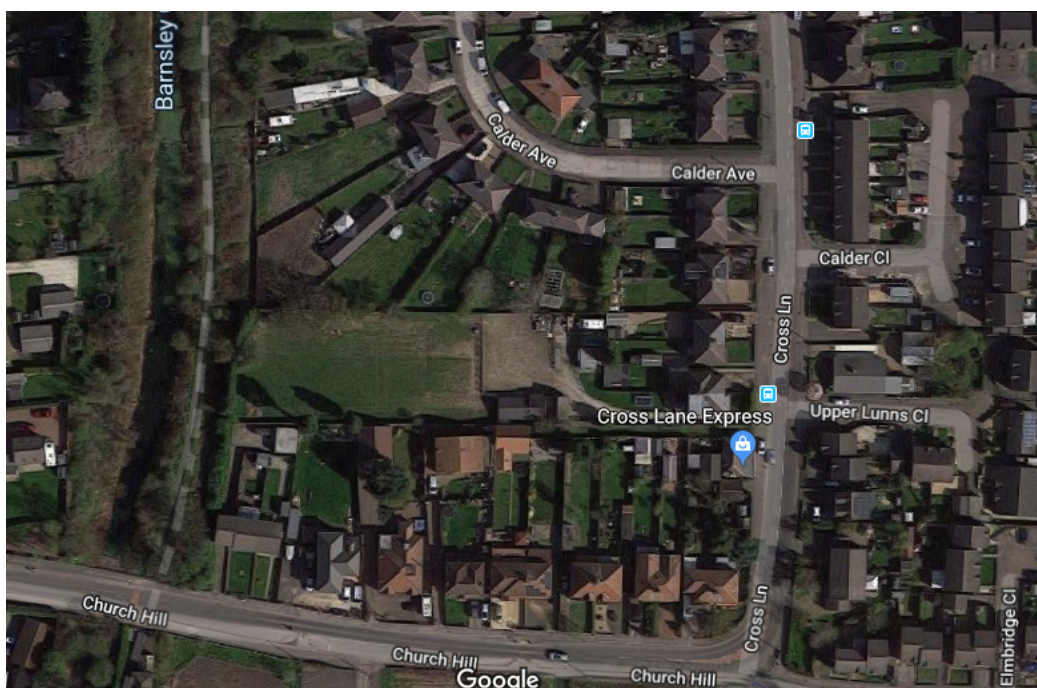
“Design Principles:

High quality development will be expected, that respects, takes advantage of and enhances the distinctive features of Barnsley, including: topography, Green Infrastructure assets, important habitats, woodlands and other natural features views and vistas to key buildings, landmarks, skylines and gateways heritage, townscape and landscape character including the scale, layout, building styles and materials of the built form.”

The proposed dwelling is of a traditional design with a pitched roof and front projecting gable features and bay windows. The surrounding area is characterised by properties of varied age, scale and appearance. There are a number of early-to-mid 20th century properties and a number of more recent dwellings. The predominant materials are brick and render. The design and scale of the proposed dwelling would be entirely compatible with the existing character of the area and the dwelling would not appear incongruous. The footprint of the dwelling is very similar to existing buildings in the locality.

In terms of the siting of the dwelling, it is acknowledged that it would be positioned to the rear of the existing dwelling at 119 Cross Lane. However, when the form of the built environment in this part of

Royston is assessed, it could not possibly be said that the proposal would be a harmful form of back land development. For a start, the site is already developed. The proposed dwelling would replace the existing stables, yard and exercise area. The proposed dwelling would only extend very slightly further to the west than the existing stables building and no further than the existing exercise area. Furthermore, the site is surrounded by existing residential development on both sides. Existing development also lies further to the west beyond the canal. This is demonstrated on the aerial photo below:



Because of the layout of the existing buildings in the locality, the proposal would not be a harmful back land development but instead would be a very comfortable infill that would have no detrimental impact on the character of the area.

The proposal clearly accords with policies CSP29 and the guidance contained within the NPPF.

Residential Amenity

The proposed dwelling would be orientated with the main habitable room openings concentrated to the front and rear elevations, which would face east and west. The submitted plans demonstrate that

there would be generous separation distances between the proposed dwelling and all existing dwellings. As such, there would be no resultant harmful overlooking towards any of the existing neighbouring dwellings. Furthermore, given the generous size of the plot and the separation distance to the existing dwellings in the locality, the proposed dwelling can easily be accommodated without resulting in any harm by way of overshadowing or overbearing and oppressive impacts.

The proposed layout of the new dwelling would provide a very high standard of housing amenity for future occupiers with good sense of prospect and natural light levels. The substantial garden areas would provide good outdoor amenity space. The existing dwelling at 119 Cross Lane would also retain a good sized private rear garden.

The shared driveway arrangement for 119 Cross Lane and the proposed dwelling would not result in any harm to the amenity of the occupiers of either dwelling. As is discussed further below, the development would not intensify levels of traffic that are generated by the existing stables use so there would be no more traffic passing by the side of 119 Cross Lane for the new dwelling than currently exists.

It is clear that the development would provide a high standard of housing amenity for future occupiers and would result in no adverse impacts on the residential amenity of existing occupiers in the locality. The development is entirely in accordance with local and national policy in this respect.

Drainage/ Flood Risk Assessment

The application site falls within flood zone 1 as identified by the Environment Agency so is at the lowest risk of flooding. The existing building is already connected to the mains drainage system in the area and the proposed replacement dwelling would not place excessive pressure on local infrastructure in this regard. The modest increase in the building mass would not have any noticeable impact on surface water run-off levels. The Canal to the rear of the site is within flood zone 2 but the site is entirely within zone 1 and a flood risk assessment is not necessary.

Transport and Accessibility

The site is situated in a sustainable location within the established Principle Town of Royston. The site has good access to public transport links and the local services and facilities within the town are

within short walking distance. The location of the site therefore complies with national and local objectives of creating sustainable patterns of development. More details about the sustainability of the site are provided within the accompanying Highway Statement.

The existing access point will be utilised and a shared access for the existing dwelling at 119 Cross Lane and the proposed dwelling. The existing access point and driveway would be improved.

Importantly, the proposed development would not increase levels of traffic that can be generated by the existing stables use. Since the stables were constructed, they have been used for a mix of private and commercial use. The stables can accommodate four horses and they could be rented out to four separate owners at any time. This means that the stables have generated traffic in addition to that generated by the existing dwelling. As is set out in the Highway Statement, the stables have historically occupied up to 4 horses and have been accessed by horse trainers, farriers, and students as they have been used for private and commercial use. Due to the horses having different owners during busy periods at the stables there can be 2 vehicles accessing the site at any one time associated with the care and use of horses, which includes those vehicles with horse boxes. These vehicles would often travel to the site in the morning and evening, and frequently within the network peak hours. Therefore, during busy periods when the stables were fully occupied the existing use could generate up to 6 movements during a typical day, with around 1 to 2 traffic movements potentially during each of the network peak hours. A new dwelling would typically generate 6-8 traffic movements per day. The proposal would therefore not materially increase existing levels of traffic that would use the existing access point and driveway. The development would therefore clearly not be harmful to highways safety or efficiency.

It is therefore considered that the scheme can clearly be delivered without resulting in harm to highway safety.

Ground Stability

The site is not within a Coal Mining High Risk Area.

Trees and Ecology

The proposed dwelling would be positioned on the area of the site that is previously developed. As such, it would not impact on trees or the ecological value of the site. The existing stables building is a modern structure that is very unlikely to be suitable for roosting bats or nesting birds. The development would not be harmful to protected species or ecology interests. The proposal is clearly acceptable in this respect.

7. CONCLUSION

The proposed development represents a sustainable form of development that would not have any unacceptable impact for the reasons set out above. The proposal would sufficiently accord with adopted planning policy and guidance and the LPA are respectfully urged to grant permission for the scheme.

The Applicant is willing to discuss any issues that may arise during the consideration of the proposal with the LPA.

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