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**2017/1400**

**Applicant:** Berneslai Homes, C/o NPS Barnsley

**Description:** Erection of 2 pairs of semi-detached bungalows with associated access works.

**Site Address:** Manor Grove and West End Avenue, Royston, Barnsley.

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The application is referred to the Board for determination as Berneslai Homes are the applicants. No representations have been received from members of the public.

### **Site Description**

The application relates to a 0.1 hectare site which is located off Manor Grove in a predominantly residential area located to the west of Royston Centre. The site was previously used for residential purposes, although no dwellings have been on the site for around 10 years. To the north of the site is a small shopping parade, comprising of 4 units with residential flats above. Adjacent to the shops is a garage site which previously served the dwellings on the site.

The area is predominantly residential and is mainly characterised by bungalows that were originally built by the Local Authority. The dwellings are of similar design, with either hipped or gable roofs and materials include buff and red brick, render and concrete roof tiles.

An application for a development of 7 bungalows on land located further along Meadstead Drive was approved by Councillors at the November Planning Board meeting (ref 2017/1203).

### **Planning History**

Permission was granted in 2013 (Ref. 2013/0169) for the erection of one pair of semi-detached bungalows, accessed from Manor Grove. However, this permission was not implemented and has subsequently lapsed.

### **Proposed Development**

The applicant, Berneslai Homes, is seeking permission for the erection of 2 no. pairs of semi-detached bungalows on the site, with a private access drive to one of the pairs of bungalows also being created. All the bungalows will be managed by Berneslai Homes. All 4 bungalows will be 2 bed/3 person dwellings, with off street parking and rear gardens provided. The properties would be uniformly designed, both having hipped roofs with small front gables. Timber fencing would serve as boundary treatments between the two properties, with metal railings in front of plots 3 & 4, with plots 1 & 2 having a low brick wall along the boundary with the highway.

Materials of red brick elevations and dark grey modern roof tiles are proposed for all properties.

**N.B:** On 5/12/17, the 900mm brick wall adjacent to the driveway for Plot 2 was replaced with 1m high metal railings, following comments from highways.

## **Policy Context**

### UDP Notation: Housing Policy Area

Planning decisions should be made in accordance with the current development plan policies unless material considerations indicate otherwise and the recently introduced NPPF does not change the statutory status of the development plan as the starting point for decision making.

The Council has submitted its emerging Local Plan to the Secretary of State it is at an early stage in the examination process. It establishes policies and proposals for the development and use of land up to the year 2033. The document is a material consideration and represents a further stage forward in the progression towards adoption of the Local Plan. As such increasing weight can be given to the policies contained within the document although, in accordance with paragraph 216 of the NPPF, the extent of this will depend on:

- The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given) and;
- The degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF (the closer the policies in the emerging plan to the policies in the NPPF, the greater the weight that may be given).

The emergent policies of the Local Plan that are attributable to this development are GD1 and D1. In general they resonate with the requirements of Core Strategy Policy 29.

### Saved UDP Policies

Saved UDP Policy H8 (Existing Residential Areas) states that areas defined on the proposals map as Housing Policy Areas will remain predominantly in residential use.

Saved UDP Policy H8A – The scale, layout, height and design of all new dwellings proposed within the existing residential areas must ensure that the living conditions and overall standards of residential amenity are provided or maintained to an acceptable level both for new residents and those existing, particularly in respect of the levels of mutual privacy, landscaping and access arrangements.

### Core Strategy Policies

CSP10 'The Distribution of New Homes' commits 5% of the Boroughs Housing to be built within Royston (1000 properties).

CSP14 'Housing Mix and Efficient Use of Land' states that proposals will be expected to include a broad mix of house size, type and tenure to help create mixed and sustainable communities. It also states that a minimum development density of 40 dwellings per hectare will be expected. In addition priority shall be given to the development of previously developed land with a target of 55% and 60% of the overall amount of new housing.

CSP 26 – New Development and Highway Improvement states that new development will be expected to be designed and built to provide safe, secure and convenient access for all road users.

CSP 29 sets out the overarching design principles for the borough to ensure that development is appropriate to its context. The policy is to be applied to new development and to the extension and conversion of existing buildings.

#### Relevant Supplementary Planning Documents (SPD) and Guidance

SPD – Designing New Housing Development sets out the principles that will apply to the consideration of planning applications for new housing development; including infill and backland development.

SPD – Parking supplements Core Strategy Policy CSP 25 New Development and Sustainable Travel and sets out the parking standards that the Council will apply to all new development.

South Yorkshire Residential Design Guide – Technical Requirements section 4A.2 sets out the internal space requirements for new development.

#### NPPF

The National Planning Policy Framework set out the Government's planning policies for England and how these are expected to be applied. At the heart is a presumption in favour of sustainable development. Development proposals that accord with the development plan should be approved unless material considerations indicate otherwise. Where the development plan is absent, silent or relevant policies are out-of-date, permission should 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.

In respect of this application, relevant policies include:

- General principles para's 17
- Delivering a wide choice of high quality homes para's 47 – 55
- Design para's 58 – 65

These policies are considered to reflect the 4th Core Principle in the NPPF, which relates to high quality design and good standard of amenity for all existing and future occupants of land and buildings.

#### **Consultations**

Highways DC – No objections, subject to conditions

Highways Drainage – No objections, subject to conditions

SYMAS – No objections to proposal. Requested that Coal Authority Standing Advice should be included with any decision granted

Ward Councillors – All 3 Ward Councillors have expressed support for the proposal.

#### **Representations**

Notification letters were sent to surrounding properties and a site notice was posted at Manor Grove on 3/11/17. No comments or representations were received.

## **Assessment**

### Principle of Development

The site is located within an established residential area which is well connected in terms of access and services. Planning policy has for a long time been committed to the principles of sustainable development. In this instance it is considered that the reinstatement of residential use to the site represents a highly sustainable re-use of a brownfield site.

The housing needs assessment for the Royston area identifies there to be a high demand for bungalow accommodation to meet the needs of an aging population and those with mobility issues. The proposals contribute to providing much sought after affordable housing which will help to address local needs which is in accordance with policy CSP14.

The development proposals are therefore acceptable in principle subject to appropriate consideration being given to the, relationship to existing properties and suitability of the access arrangements.

### Residential Amenity

It is acknowledged that the site is currently undeveloped and the creation of 4 dwellings would increase noise and disturbance through residential activity and vehicular movements. However, site is surrounded on all sides by residential development and the addition of 4 modestly sized properties within the area would not increase noise and disturbance to an unreasonable degree.

Plots 1 and 2 are located 7-10m from No.5 Manor Court to the west and 12m from the first floor flats above the shops at Nos 21, 23 and 25 Manor Drive. However as the proposed dwellings are bungalows with hipped roofs sloping away from each of the existing properties in question no significant harm to living conditions would occur through either overlooking or overshadowing. In addition the proposed new 1.8m fence on the western boundary would screen a large proportion of the development from No.5 Manor Court. Plots 1 and 2 face the garden of No.7 Manor Grove which is to the south. However the separation distance of nearly 15m is a more than adequate distance away. Overall therefore I am satisfied that the development would not harm residential amenity to any significant degree.

The proposed dwellings would have an internal floor area of circa 67m<sup>2</sup> which exceeds the 62m<sup>2</sup> set out in the South Yorkshire Residential Design Guide for 2 bedroom properties. The dwellings would also have adequate outdoor amenity space consisting of a front garden and private rear garden containing patio and lawn. As such, residential amenity levels for future residents would be provided.

### Visual Amenity

The land previously had dwellings sited on it, however since their demolition, the plot has remained undeveloped. The derelict site is at odds with its immediate surrounding given that it is an area of land within a relatively densely developed residential area.

Plots 1 & 2 of the development would have a frontage onto Manor Drive and continue a similar front building line as the existing properties in the area, effectively in filling the gap in the current street scene. The development would reflect the street scene, which is characterised predominantly by bungalows.

Plots 3 & 4 would be partially visible from the street scene, given that the level of the site rises from South to North. However, views would be limited given the position of the neighbouring properties and, as mentioned above, the development would be reflective of the street scene.

The dwellings themselves are relatively simple in design and would be constructed from brick and tile to reflect the local palette of materials. Interest would be added to the front elevations of the dwellings through the front projecting gables.

Parking would be provided to the front of the properties in the case of plots 1 and 2 and at the sides of 3 and 4 providing a mixture of parking solutions. The hardstanding would be balanced out well by the soft landscaped front gardens.

There is a number of differing boundary treatments proposed across the site, including a number in relatively prominent positions. Full details have been submitted with the application which shows more robust and better quality treatments in the more prominent areas. The proposed mix of treatments would also be reflective of the area and not result in dominant features on the street scene.

### Highway Safety

Plots 1 & 2 would be accessed directly from Manor Grove, with a new private driveway installed to serve Plots 3 & 4. Plots 1 & 2 will have 2 no. off-street parking spaces per dwelling, Plots 3 & 4 will have 1 no. parking space each with a further 2 no. visitor parking spaces located on the new private drive.

Turning facilities for Plots 1 & 2 would be contained within the private drive avoiding reversing manoeuvres within Manor Grove itself. The road is not classified and the addition of 2 no. additional driveways would not reduce highway safety to an unreasonable degree. In order to improve visibility for vehicles entering and exiting the driveway to Plot 2, the low brick wall has been replaced with railings adjacent to the new private drive to Plots 3 & 4.

### **Conclusion**

In conclusion, it is considered that the proposal represents a sustainable development which accords with the objectives and principles of the UDP policies H8A, H8D, core strategy policies CSP 26 and 29 and SPD 'Designing New Housing Development' in that it will successfully integrate into the existing residential environment without harming the amenity of existing residents.

### **Recommendation**

Grant planning permission subject to conditions:-

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.  
**Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990.**
- 2 The development hereby approved shall be carried out strictly in accordance with the plans (Drawing Nos. NPS-XX-00-DR-A-(00)-211 Rev. P2, NPS-XX-XX-DR-A-(00)-212 Rev. P1, NPS-XX-00-DR-A-(00)-213 Rev. P3, NPS-XX-XX-DR-A-(00)-214 Rev. P1, NPS-DR-A-(00)-220 Rev. P1) and specifications as approved unless required by any other conditions in this permission.

**Reason: In the interests of the visual amenities of the locality and in accordance with LDF Core Strategy Policy CSP 29, Design.**

- 3 Upon commencement of development details of the proposed external materials shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

**Reason: In the interests of the visual amenities of the locality and in accordance with Core Strategy Policy CSP 29, Design.**

- 4 No development shall take place unless and until full foul and surface water drainage details have been submitted to and approved in writing by the Local Planning Authority. Thereafter no part of the development shall be occupied or brought into use until the approved scheme has been fully implemented. The scheme shall be retained throughout the life of the development unless otherwise agreed in writing with the Local Planning Authority

**Reason: To ensure proper drainage of the area in accordance with Core Strategy Policy CSP 40, Pollution Control and Protection.**

- 5 Construction or remediation work comprising the use of plant, machinery or equipment, or deliveries of materials shall only take place between the hours of 0800 to 1800 Monday to Friday and 0900 to 1400 on Saturdays and at no time on Sundays or Bank Holidays.

**Reason: In the interests of the amenities of local residents and in accordance with Core Strategy Policy CSP 40, Pollution Control and Protection.**

- 6 The parking/manoeuvring facilities, indicated on the submitted plan, shall be surfaced in a solid bound material (i.e. not loose chippings) and made available for the manoeuvring and parking of motor vehicles prior to the development being brought into use, and shall be retained for that sole purpose at all times.

**Reason: To ensure that satisfactory off-street parking/manoeuvring areas are provided, in the interests of highway safety and the free flow of traffic and in accordance with Core Strategy Policy CSP 26, New Development and Highway Improvement.**

- 7 Pedestrian intervisibility splays having the dimensions of 2 m by 2 m shall be safeguarded at the drive entrance/exit such that there is no obstruction to vision at a height exceeding 1m above the nearside channel level of the adjacent highway.

**Reason: In the interest of road safety in accordance with Core Strategy Policy CSP 26, New Development and Highway Improvement.**

- 8 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

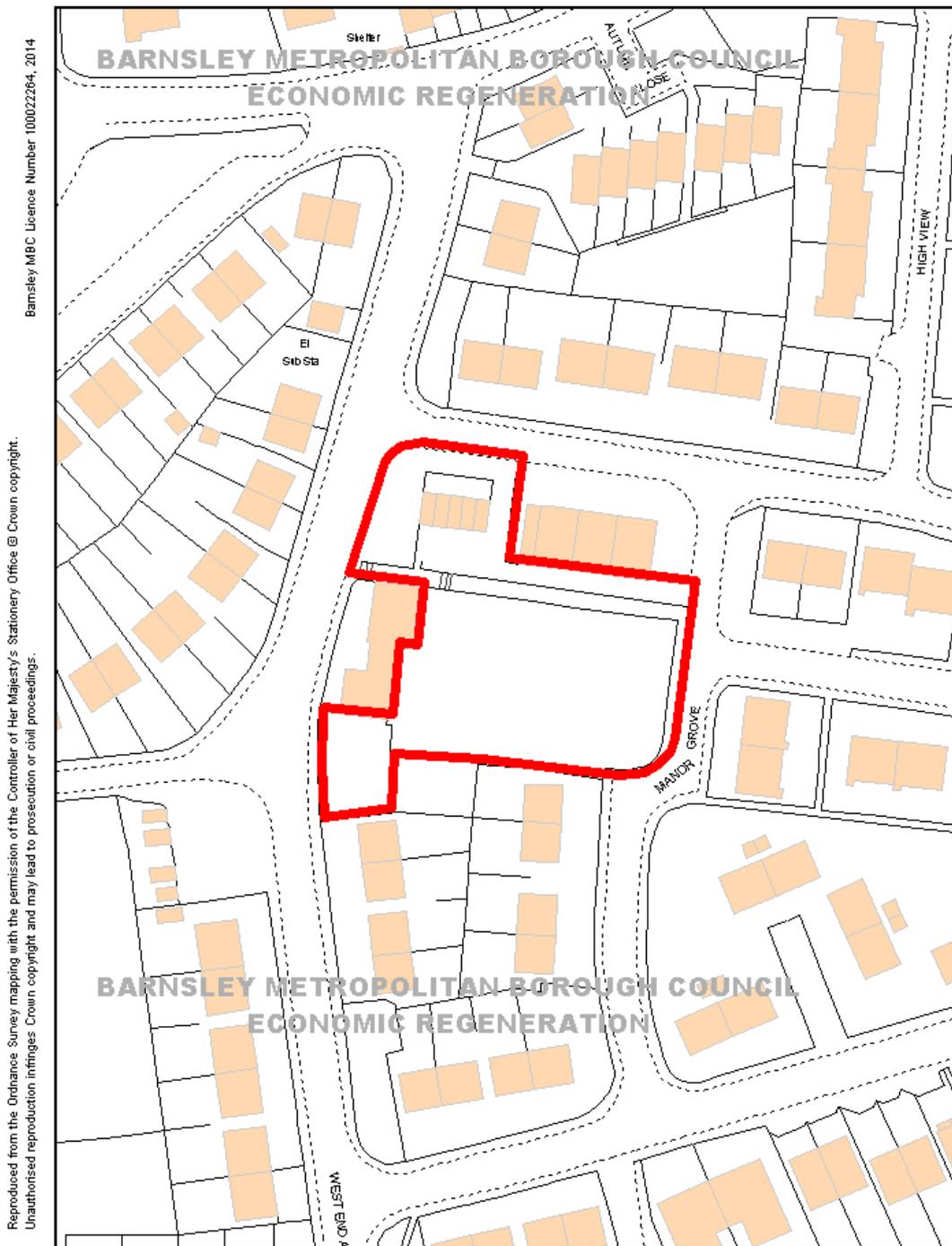
- The parking of vehicles of site operatives and visitors
- Means of access for construction traffic
- Loading and unloading of plant and materials
- Storage of plant and materials used in constructing the development
- Measures to control the emission of dust and dirt during construction
- Measures to control noise levels during construction
- Measures to prevent mud/debris from being deposited on the public highway

**Reason: In the interests of highway safety, residential amenity and visual amenity and in accordance with Core Strategy Policy CSP 26, New Development and Highway Improvement, and CSP 29, Design.**

- 9 All surface water run off shall be collected and disposed of within the site and shall not be allowed to discharge onto the adjacent highway.  
**Reason: In the interests of highway safety in accordance with Core Strategy Policy CSP 40, Pollution Control and Protection.**
- 10 Vehicular and pedestrian gradients within the site shall not exceed 1:12.  
**Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26.**
- 11 Sightlines, having the dimensions 2.4m x site frontage shall be safeguarded at the drive/entrance/exit such that there is no obstruction to visibility at a height exceeding 1.05m above the nearside channel level of the adjacent highway.  
**Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26.**

PA reference :-

2017/1400



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