
2017/1426

Applicant: Berneslai Homes, C/o NPS Barnsley Ltd

Description: Erection of 1 pair of semi-detached bungalows.

Site Address: West End Avenue, Royston, Barnsley

The application is referred to the Planning Regulatory Board as Berneslai Homes are the applicants. No representations have been received from local residents.

Site Description

The application relates to 600m² of land located at the junction of West End Avenue and West End Crescent in Royston. The site is currently used as a garage site, with 3 no. pre-fabricated garages located to the rear of the site. The land backs onto a row of allotment gardens to the rear and to the south is a row of semi-detached bungalows. Two storey semi-detached houses are located to the north and further bungalows are located to the east. The area is predominantly residential and is characterised by a mixture of bungalows and two storey semi-detached houses 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.

Planning permission was granted by Councillors at November Planning Board for a development of 7 bungalows on land located nearby on Meadstead Drive (Ref. 2017/1203).

Proposed Development

The applicant, Berneslai Homes, is seeking permission for the erection of 1 pair of semi-detached bungalows on the site. Both bungalows will be 2 bed/3 person dwellings, with off street parking and rear gardens provided. The properties would be of matching design, both having hipped roofs with small front gables. Timber fencing would serve as boundary treatments between the two properties, with metal railings dividing the plots at the front and 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.

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.

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.

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.

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 to proposal, subject to conditions
Highways Drainage – No objections, subject to conditions
Ward Councillors – Cllr Clements supports the application
Yorkshire Water Services Ltd. – No comments have been received

Representations

Notification letters were sent to surrounding properties and a site notice was posted at West End Avenue on 3/11/17. No comments or representations have been 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

The proposed new properties would be on a similar level and are modest bungalows with modest eaves heights and hipped roofs which slope away from the shared boundaries, with a 6m separation distance between the proposed and existing properties. Given the absence of any windows on the side elevation of the existing bungalow there are no concerns that any harm would occur through overshadowing or over dominance.

The proposed dwellings would have an internal floor area of circa 64m² which exceeds the 62m² 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 provisions for future residents would be acceptable.

Visual Amenity

The development would have a frontage onto West End Avenue 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.

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. Given the sloping nature of the site there is a slight difference in levels and as such, the dwellings will have a split ridge line.

Parking would be provided to the front of the properties. As a result, vehicles would be visible from the street scene. However, this is a common parking solution in the area and the hardstanding would be mixed in with soft landscaped front gardens. The garden areas would also aid to soften the dwellings themselves.

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

The application land was a former garage site on the corner of West End Avenue and West End Crescent, adjacent the access to the allotment site. The properties would each be accessed directly from West End Avenue. Each property would have 1no parking space, in accordance with SPD 'Parking'. It is acknowledged that there is no on site turning facilities and cars would likely reverse onto the highway. However, this is the current situation at numerous properties within the immediate area which have a frontage onto West End Avenue. The road is not classified and the addition of 2 no. additional driveways would not reduce highway safety to an unreasonable degree.

Highways DC have not raised any objection to the proposal, subject to the imposition of conditions to any permission granted. The proposal is therefore considered to be acceptable.

Conclusion

In conclusion, 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

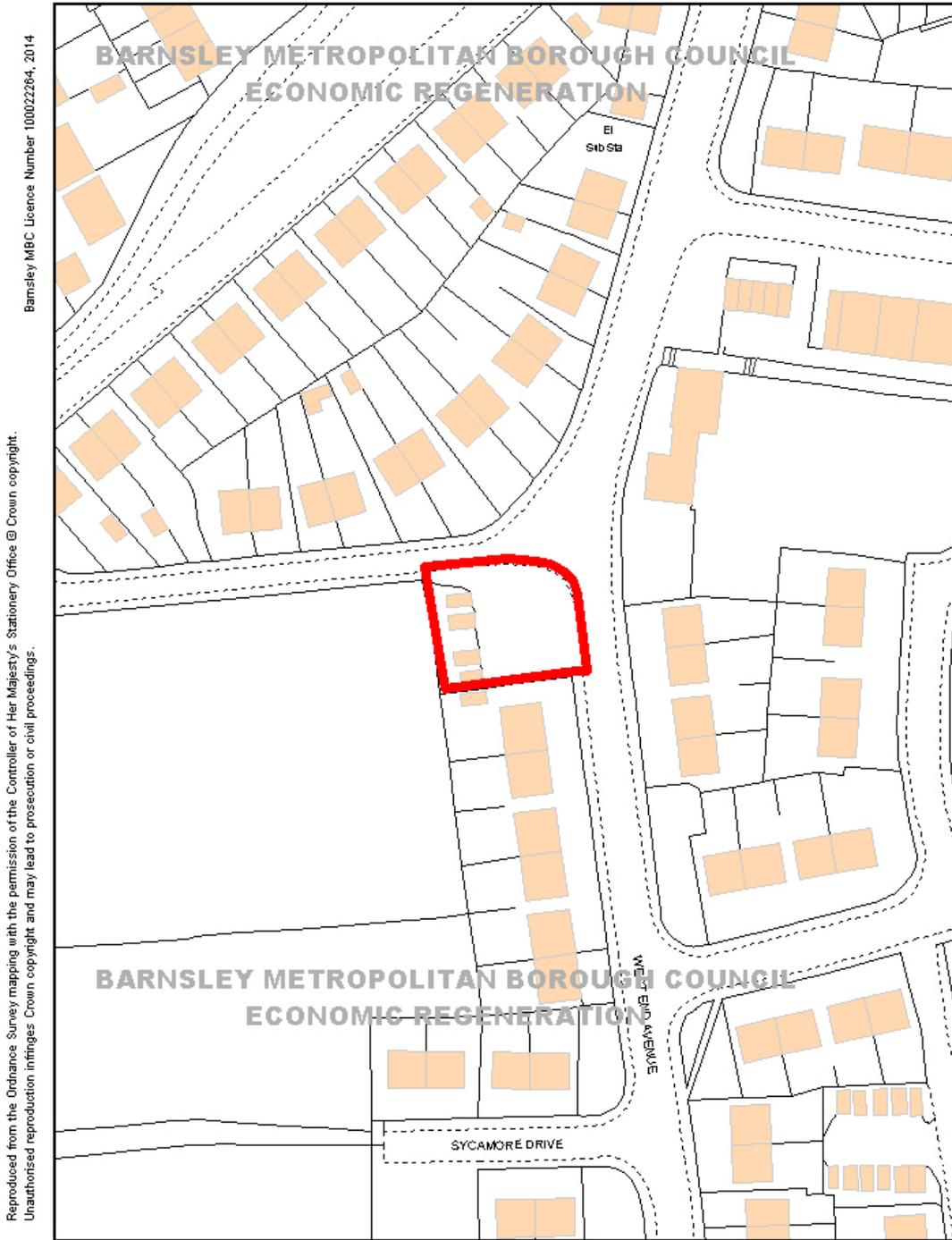
Grant planning permission subject to conditions

- 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-DR-A-(00)-311 Rev. P1, NPS-DR-A-(00)-312 Rev. P1, NPS-DR-A-(00)-313 Rev. P1, NPS-DR-A-(00)-330 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 until:
 - (a) Full foul and surface water drainage details, including a scheme to reduce surface water run off by at least 30% and a programme of works for implementation, have been submitted to and approved in writing by the Local Planning Authority;
 - (b) Porosity tests are carried out in accordance with BRE 365, to demonstrate that the subsoil is suitable for soakaways;
 - (c) Calculations based on the results of these porosity tests to prove that adequate land area is available for the construction of the soakaways;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.
Reason: To ensure proper drainage of the area in accordance with Core Strategy Policy CSP 40, Pollution Control and Protection.
- 5 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.

- 6 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.
- 7 Sight lines 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, in the interests of road safety.
Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26.
- 8 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.
- 9 Prior to the commencement of development, details shall be submitted to and approved in writing by the Local Planning Authority of arrangements which secure the following highway improvement works:
- Construction of a 2m wide footway around the West End Avenue and West End Crescent frontages of the site.
 - Relocation of the street lighting column.
 - Relocation of the street name plate (West End Avenue).
 - Formation of a dropped crossing.
 - Any necessary lining and signing.
- The works shall be completed in accordance with the approved details and a timetable **to be submitted to and approved in writing by the Local Planning Authority.**
Reason: in the interests of highway safety and the free flow of traffic in accordance with Core Strategy Policy CSP26 - New Development and Highway Improvement.
- 10 Development shall not commence until details of measures to prevent mud/debris from being deposited on the public highway to the detriment of road safety, have been submitted to and approved in writing by the Local Planning Authority and such measures shall be retained for the entire construction period.
Reason: in the interests of highway safety and the free flow of traffic in accordance with Core Strategy Policy CSP26 - New Development and Highway Improvement.
- 11 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.

PA reference :-

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BARNESLEY MBC - Economic Regeneration

Service Director: David Shepherd
Westgate Plaza One, Westgate,
Barnsley S70 9FD
Tel: 01226 772621



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