
2018/0233**Applicant:** Berneslai Homes**Description:** Demolition of the existing terrace houses and the erection of 8 no. bungalows and associated highways and landscape works.**Site Address:** 1 - 37 Beever Street, Goldthorpe, Rotherham, S63 9HT

Introduction

This site previously gained planning permission for the demolition of existing terraced housing and erection of 6 bungalows in September 2016 under planning reference 2016/0685. This remains an extant permission and therefore could be implemented. However, the applicant has now proposed a new layout and design for the scheme which allows them to gain 8 bungalows on the site. This revised scheme is the proposal placed before Members at this Planning Board.

Site Description

This site is located in a mixed use area next to Goldthorpe town centre, most of which is along Doncaster Road, which to the north of the application site

Beever Street, which is opposite the new Goldthorpe Primary School, comprises primarily high density terraced housing. There is also a car mechanics business and a Church, in a modern single storey brick building, on the street. There are a number of similar terraced streets, including Victoria Street and Cooperative Street, that are linked together by Cross Street.

To the southern end of Beever Street the character changes from residential to industrial, with three large commercial buildings and external storage.

The 19 terraced houses that occupy the site are currently boarded up and represent a large proportion of one side of the road frontage. There is a break in the terrace and an alleyway provides rear access. To the east of the alleyway are allotment gardens bounded by mature trees.

Proposed Development

This new scheme increases the amount of bungalows provided from 6 to 8. The current terraced housing is adjacent to the pavement but the new bungalows would be set back behind front gardens and parking areas. Additional parking is provided at either end of the development. There would be two blocks of 4 bungalows, that would have rear garden areas. There would be a central bin store at the rear between the two terraces and two further rear bins stores at either end of the development.

The roof line of the bungalows would be stepped down following the incline of the road and at either end of the development there would be a hipped roof that reduces the mass of the buildings. A cross section has been submitted to indicate the relationship with the terraced housing opposite. This shows a separation distance of about 18m and the height difference between the existing houses opposite and the new bungalows. (9.5m compared with 95.2m).

The previously approved layout was an L shaped courtyard but the new linear scheme allows for back gardens and discreet bin storage. Patio doors are proposed to give direct access to the gardens. The development massing is also broken up by using two blocks with access to the rear gardens.

Policy Context

Planning decision should be made in accordance with the development plan unless material considerations indicate otherwise and the NPPF does not change the statutory status of the development plan as the starting point for decision making. The development plan consists of the Core Strategy and the 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.

The Council has submitted our emerging Local Plan to the Secretary of State and the examination process is ongoing. 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 SD1, GD1, D1, T4 and Poll1. In general they resonate with the requirements of Core Strategy Policies 26, 29, and 40.

Core Strategy

CSP14 Housing Mix and Efficient Use of Land
CSP26 New Development and Highway Improvement
CSP29 Design
CSP40 Pollution Control and Protection

Saved UDP Policies

Housing Policy Area

SPDs/SPGs

Designing New Housing Development

This sets out space standards and in most situations developments would be expected to comply with the standards. However, the SPD states that full compliance with standards is expected in predominantly residential areas whereas they may be slightly relaxed in town centre situations/higher density areas.

The SPD also states that development must respect local context, however, it is also stated that innovative design solutions that depart from the local context may be allowed if they are considered to have a positive impact on the character of the area.

There is a specific section on Infill development, which states that

As well as the general criteria, including the external spacing standards, infill development should aim to comply with the following:-

- Dwellings should be orientated to have a frontage to the existing public highway. Sides and backs and garages should be sensitively located so the frontage of the new development integrates with the existing street scene
- The space between the proposed dwelling and adjacent dwellings should reflect the prevailing character of the street.
- The siting of the dwelling should reflect the building line of the dwellings on the same side of the street.
- The eaves and ridge heights of dwellings should usually be comparable with the heights of adjacent dwellings.
- Parking provision should be accommodated in a similar manner to how it is accommodated elsewhere on the street (e.g. if existing dwellings are set forward on their plots with parking at the side, the proposed dwelling should not be set back with parking at the front).
- Architectural features, fenestration and materials should reflect the positive elements elsewhere on the street.
- Infill development should not be piecemeal so as to prejudice potential comprehensive development of a larger area of land.
- Landscaped features such as trees, particularly those prominent in the street scene, should be retained and provided with sufficient space for future growth.

Parking

This sets out requirements for houses in normal occupation. For elderly development there should be one space per unit and communal parking.

NPPF

The National Planning Policy Framework sets 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. Relevant Sections to be considered would be:

Section 6 – Delivering a wide choice of high quality homes

Section 7 – Requiring Good Design

Consultations

Highways Drainage - no objections

Highways - No objections subject to condit

Pollution control – No objections subject to conditions

Contaminated Land Officer – No comments received but raised no objections to application 2016/0685

Yorkshire Water – No objections subject to conditions

Representations

The application was advertised by way of neighbour notification letters, site notice and press notice. No letters of representation have been received

Assessment

Principle of Development

This is an infill residential redevelopment in a residential street which already has an extant permission to be redeveloped for 6 bungalows. As such the principle of residential development would be acceptable. The main considerations relate to conformity with Core Strategy policies that seek higher density development in sustainable locations, designs that reflect local character and appearance, and suitable considerations of highway safety and neighbouring amenities.

The application is accompanied by a design statement outlining the reasons for the change from the previously approved scheme for 6 bungalows. This is a more economical solution to the re-development of the land allowing more units but also allowing for a slight variation in the accommodation offer. There would now be 7 no. 2 bedroom units and one 3 bedroom unit compared to six 2 bed units that were previously proposed.

Residential Amenity

The scheme meets the recommended separation distances to the existing properties on the opposite side of Beaver Street. Given the proposed dwellings are single storey and would have suitable boundary treatment to the rear and side, the amenities of neighbouring properties to the north and south would also be protected. There are no existing residential properties to the rear of the site.

On the previous scheme the garden areas to the properties were to the front, within the 'courtyard' spaces. This revised scheme provides for gardens to the rear of the properties in a more traditional layout which provides more useable private amenity spaces and as such will represent an improvement for future residents.

The revised bungalows have rear patio doors so their outlook at the rear will be better compared to the approved scheme. There are mature trees and allotments to the east. The outlook for existing residents on Beaver Street would be improved as they will look over the bungalows to the allotments.

Therefore, it can be seen that the revised scheme provides some improvements for the residential amenity of the existing and proposed residents compared to the previous scheme

Visual Amenity

The previously approved layout was an L shaped courtyard with spaces created in the centre of the scheme. The revised layout proposes a linear layout which is more in character with the existing streetscene. This also allows for the creation of back gardens and bin storage areas to the rear. Patio doors are proposed to give direct access to the gardens. The development massing is also broken up by using two blocks with access to the rear gardens.

The previous mono pitch roof design has been changed to a more traditional gable and hipped roof pattern using artificial slate. This allows for stepping down to accommodate the levels change on the road.

Brick is being used to match the existing terraced housing but some render is incorporated under the overhanging roof, for a more contemporary feel.

Rear fencing is proposed along with a concrete panel wall to the allotments and lockable security gates are provided at each end of the terraces.

Overall these changes create a more simplified design than was previously proposed but this is considered to be in character with the streetscene and allows more efficient usage of the land

Highway Safety

Off-street parking is provided to the front of the properties with some spaces also created at the side. This is similar to the previous approval. At least two spaces per dwelling have been provided which is acceptable for this location and the Council's Highways Section have raised no concerns given that the 8 dwellings would replace 19 dwellings that currently exist on the site.

Conclusion

The site already has permission for 6 bungalows. This revised scheme would allow for a more efficient usage of the land to develop it for 8 bungalows. Whilst the design has simplified from the previous approval it does lead to some improvements in layout with particular regards to bin storage and private garden areas. The scheme is therefore considered acceptable and in accordance with the relevant local and national planning policies.

Recommendation

Grant 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 NPS-DR-A-(00)-001-P1, NPS-DR-A-(00)-801-P8, NPS-DR-A-(00)-010-P1, NPS-DR-A-(00)-020-P5, NPS-DR-A-(00)-110-P8, NPS-DR-A-(00)-801-P8, 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 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which die within a period of 5 years from the completion of the development, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with other of similar size and species.
Reason: In the interests of the visual amenities of the locality and in accordance with Core Strategy Policy CSP 36, Biodiversity and Geodiversity.

- 4 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
 - The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
 - Wheel washing facilities
 - Measures to control the emission of dust and dirt during construction
 - Measures to control noise levels during construction
- 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.**
- 5 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.**
- 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 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:
- Removal of the "existing traffic calming planter"
 - Widening of footway
 - Provision of/any necessary alterations to street lighting.
 - Provision of/any necessary alterations to highway drainage.
 - Any necessary resurfacing/reconstruction.
- 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 CSP 26 New Development and Highway Improvement.**

- 8 Prior to any works commencing on-site, a condition survey (including structural integrity) of the highways to be used by construction traffic shall be carried out in association with the Local Planning Authority. The methodology of the survey shall be approved in writing by the Local Planning Authority and shall assess the existing state of the highway. On completion of the development a second condition survey shall be carried out and shall be submitted for the written approval of the Local Planning Authority, which shall identify defects attributable to the traffic ensuing from the development. Any necessary remedial works shall be completed at the developer's expense in accordance with a scheme to be agreed 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 CSP 26 New Development and Highway Improvement.
- 9 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.
- 10 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.

PA Reference:-

2018/0233

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