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**2016/0685**

**Applicant:** Mr R Brannon, C/o NPS Barnsley

**Description:** Demolition of existing terrace housing and erection of 6 no. bungalows.

**Site Address:** 1 - 37 Beever Street, Goldthorpe, Rotherham, S63 9HT

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### **Site Description**

The site is located in a mixed use area to the south of Goldthorpe town centre, which extends along Doncaster Road 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 an Elim Church, in a modern single storey brick building. There are a number of similar terraced streets, including Victoria Street and Cooperative Street, that are linked together by Cross Street.

To the south of Cross Street the predominantly residential character of Beever Street changes to industrial, with three large commercial buildings and external storage.

The site is presently occupied by 19 terraced properties that are set within two blocks, they represent a significant frontage to Beever Street. The properties are located immediately to the back of footway, they are currently boarded up pending demolition. 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**

The application has been submitted for full planning permission for the demolition and clearance of the site to allow for the construction of 6 linked elderly persons bungalows. The buildings would back onto the rear alleyway presenting a circa 5.5m high blank rear wall punctuated only by small high level windows. A 2.4m high metal mesh fence would be provided to screen the rear elevation from the rear alleyway.

In plan form the development would comprise three interconnected C shaped blocks. Mono-pitch roofs would slope into three distinct courtyards. These three courtyards are shown separated by two projecting gable elevations that are connected by low walls with railings enclosing the courtyards from the street. Along the whole frontage is an area of parking for the units and there are 6 additional spaces at either end of the development. Parking to the sides of the development is proposed as public/ visitor parking and was identified as desirable through the public consultation. The residents parking would be broken up with landscaping and low galvanised steel fences.

Each bungalow would have 2 bedrooms, a kitchen, living room and ancillary facilities. The arrangement of the dwellings is such that the amenity space is located to the front which provides a more open frontage to the street and opposing properties.

The gardens would contain a large proportion of hard surfaces with wide pathways for wheelchair access. The development is to meet with the requirements of 'Lifetime homes' and will therefore be suitable for both elderly and disabled people. Level access to all of the dwellings is key to achieving this requirement.

The applicants state that the proposal has the backing of local stakeholders and elected Members:

*'A consultation event for local residents active stakeholder groups and Local Members was held on the 13 Jan 2016 in a local hall in Goldthorpe. This considered options for the type of property and*

*basic design layout. All participants had the opportunity to discuss their views and or complete a short questionnaire.*

*There was overwhelming support for the design and format of development subsequently submitted'.*

## **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 and the Joint Waste Plan. The Council has also adopted a series of Supplementary Planning Documents and Supplementary Planning Guidance Notes, which are other material considerations.

### Core Strategy

CSP1 'Climate Change'  
CSP2 'Sustainable Construction'  
CSP3 'Sustainable Drainage Systems'  
CSP4 'Flood Risk'  
CSP8 'The Location of Growth'  
CSP9 'The Number of New Homes to be Built'  
CSP10 'The Distribution of New Homes'  
CSP14 'Housing Mix and Efficient Use of Land'  
CSP26 'New Development and Highway Improvement'  
CSP29 'Design'  
CSP36 'Biodiversity and Geodiversity'  
CSP39 'Contaminated and Unstable Land'  
CSP40 'Pollution Control and Protection'

### Saved UDP Policies

Housing Policy Area:

H8a Existing residential areas

### 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.

### Publication Consultation Document

The Council has produced the Publication Consultation Document of the Local Plan. 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 this is still limited by the need to consider any comments received during the consultation and with the knowledge that the Inspector can require changes to the plan.

SD1 Presumption in favour of sustainable development

GD1 General development

D1 Design

T4 New Development and Highway Improvement

Poll1 Pollution Control and Protection

CC4 Sustainable Drainage Systems (SuDS)

These policies carry little weight for the reason given above. However, the industrial area to the south and surrounding land is designated for housing reflecting a desire to regenerate the area.

### 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.

### **Consultations**

Contaminated Land Officer: - No objections

Drainage: - No objections subject recommended conditions

Highways DC: - No objections subject to recommended conditions

Pollution Control: - No objections subject to recommended conditions  
Ward Members: - No objections  
Yorkshire Water: - No objections

## **Representations**

The application has been advertised by way of a site notice and neighbouring properties have been consulted in writing. No representations have been received.

## **Assessment**

### Principle of Development

This is an infill residential redevelopment in an established residential street so the proposals raise no land use policy issues and are therefore acceptable in principle. The main considerations relate to conformity with Core Strategy policies that seek higher density development in sustainable locations, and policies seeking designs that reflect local character and appearance.

This is an area that is in transition, many of the older terraces are substandard have been, or are earmarked for demolition. The industrial area to the south is designated for Housing in the Publication Consultation Document of the Local Plan. Whilst this carries little weight it reflects a desire for change. This scheme is of a high quality and has been subject of consultation with local stakeholders. It meets a recognised need for elderly persons accommodation and stands up as a unique design that will add value to the area and provide an uplift in an area where regeneration is sought. The principle is therefore supported.

### Residential Amenity

As a result of the design concept there would be no private gardens for the future residents and the garden area that is provided would be located behind the residents parking. The Council would normally require that amenity space is secured to the prescribed standards of the adopted SPD. The bungalows are intended for the elderly so they would meet a special need for level access and this consideration needs to be weighed against normal standards. It is long established that other material planning considerations can allow an exception to be made to normal guidelines.

If the gardens were to be relocated a completely new design concept would be required. The design concept has been devised after public consultation that included alternative layouts so there are sound reasons for choosing this approach. As this is not standard family accommodation imposing normal standards for private space is not considered to be essential.

The C shaped layout gives opposing blocks that would result in living rooms facing each other across a 12m wide courtyard. This could result in internal overlooking at close quarters. However, this is a single storey development so the privacy of occupiers can be protected by boundary fences or walls. Furthermore, in the existing traditional high density street pattern on Beaver Street there are houses facing each other across a road and pavements giving a distance that is only 11m wide.

If the bungalows were to be turned around then the outlook at the rear would be better as there mature trees and allotments to the east but the design is such that there would then be a long high wall with small windows facing the Beaver Street. The outlook for existing residents on Beaver Street would be degraded so this has been discounted.

## Design & Visual Amenity

The main issue would be the fact that the new development is not in the same style and form as the existing high density traditional terraced housing. The Council's SPD Designing New Housing Development sets out guidance for most situations but in this case it needs to be applied in a more imaginative way. This is a scheme that has been chosen by local stakeholder groups and local Members.

Much of the older terraced housing within the immediate area has been demolished and a new primary school has been built. The area is in need of regeneration and it is considered that this proposal should be judged in these terms.

The existing 19 terraced houses would be replaced with only 6 elderly persons bungalows. It would not be possible or desirable to attempt to mimic the existing style of houses given that this is a complete departure in terms of scale and use.

The arrangement of the dwellings is such that the amenity space is located to the front which provides a more open frontage to the street and opposing properties.

The applicants have commented that amenity space could be positioned at the rear but this would result in a far harder edge being presented to the street. Also due to the mono pitch nature of the dwellings it would result in a significant blank wall being presented to the street.

Therefore, this proposal should be seen as being unique high quality development meeting an identified need that will add value to an area that is subject to change.

Having full consideration to the design merits of the proposal and the layout of the scheme it is considered that the development would deliver an attractive residential environment which would enhance the existing area and make an efficient use of a redundant site. It is therefore considered that the proposal adheres to the objectives of CSP policies 14, 17, 29 which stress the importance of achieving high quality design.

## Highway Safety

Given the close proximity to Goldthorpe Centre the site is regarded as being within a sustainable location with immediate access to transport and services. The terraced properties that have occupied the site had not been served with off street parking. The proposals would also represent a net reduction of 13 properties, therefore comparably would result in less vehicle movements.

There would be 12 parking spaces provided within gated driveways, access to which meet relevant visibility standards. The position and orientation of the properties ensures that parking spaces are accessible and also benefit from good surveillance to improve overall security. The access and parking arrangements have been designed in conjunction with advice given from Highways DC and they have raised no objections. Therefore subject to the recommended conditions, it is considered that the development adheres to the provisions of policy CSP26 in that it will not have an adverse impact upon highway safety.

## Conclusion

The site has been beset with antisocial problems which reflect poorly on the environmental quality of the locality. The proposal represents a welcome significant investment in the local housing stock which will contribute to the ongoing regeneration of Goldthorpe. The development meets sustainable credentials by delivering 6 much need bungalows which will help serve an aging demographic.

Taking the above considerations into account, it is considered that the proposed development has sufficient regard to the NPPF and Core Strategy policies CSP2, CSP4, CSP5, CSP8, CSP10, CSP14, CSP15, CSP17, CSP26, CSP29, CSP35, CSP40 and saved UDP policy H4 and H8A to warrant approval. The proposal represents an efficient use of the site within a sustainable location which would deliver good quality design and much needed affordable housing for the Borough.

## **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)-010-P1, NPS-DR-A-(00)-011-P1, NPS-DR-A-(00)-012-P1, NPS-DR-A-(00)-015-P1, NPS-DR-A-020, NPS-DR-A-100, NPS-DR-A-102, NPS-DR-A-110 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
- 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. 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. 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. The parking/manoeuvring facilities, indicated on the submitted plan, shall be surfaced in a solid bound material ( ie 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 are provided, in the interests of highway safety and the free and safe flow of traffic and in accordance with Core Strategy Policy CSP26, New Development and Highway Improvement**

8. 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:

- Reduction in the size of the "existing traffic calming planter" shown on drawing number NPS-DR-A-(00)-801 to facilitate vehicular access.
- 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.**

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

10. No development shall take place unless and until full foul and surface water drainage details, including Yorkshire Water Permission to discharge, 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.

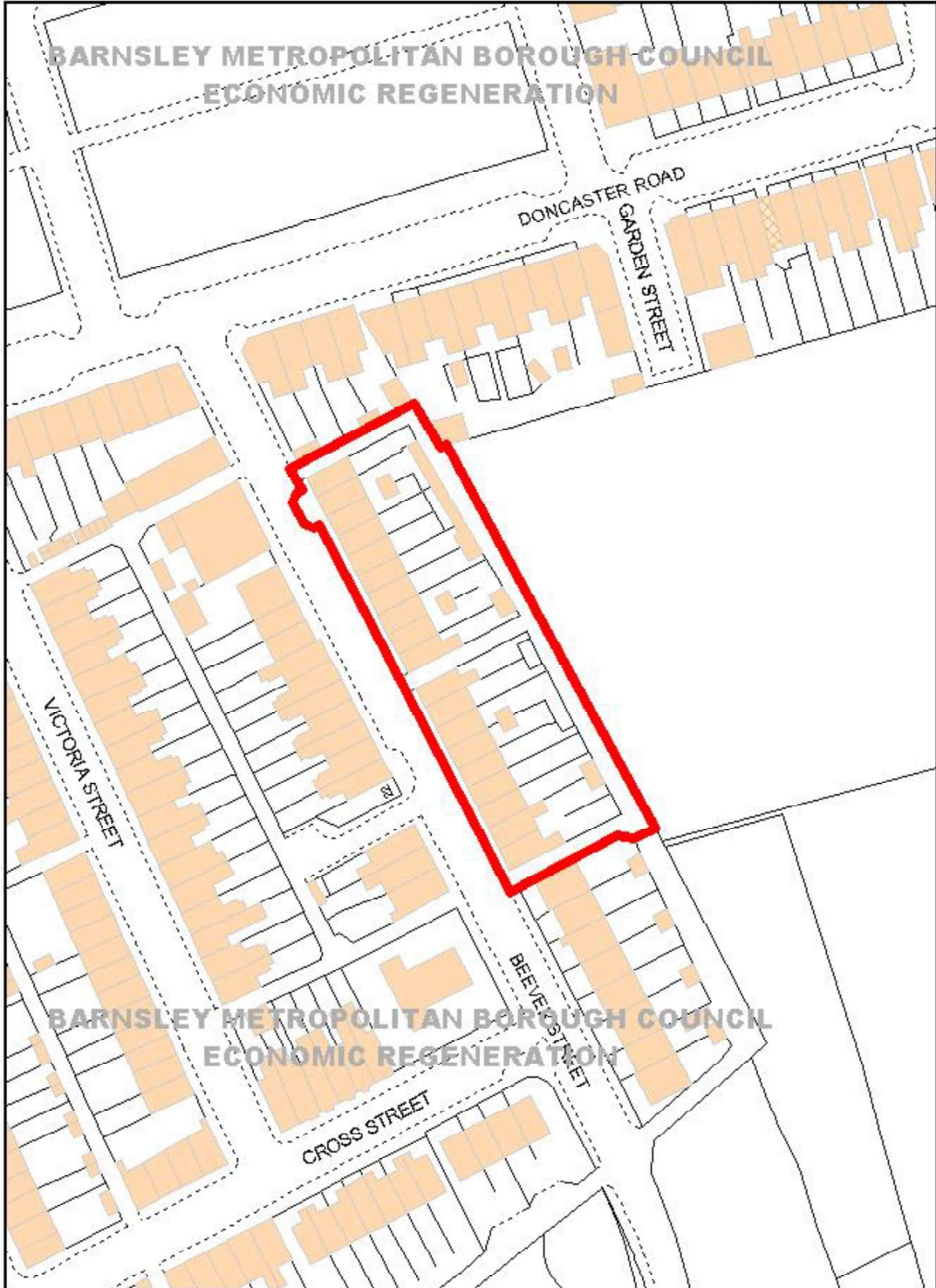
**Reason: To ensure proper drainage of the area in accordance with Core Strategy Policy CSP 40, Pollution Control and Protection.**

PA reference :-

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**BARNLSLEY MBC - Economic Regeneration**

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