
2017/1431

Applicant: Berneslai Homes, C/o NPS Barnsley Ltd

Description: Erection of 1 no. bungalow.

Site Address: Land adjacent to 54 Doles Crescent, Royston, Barnsley, S71 4LA

The application is referred to the Planning Regulatory Board as Berneslai Homes are the applicants. 3 representations have been received from local residents.

Site Description

The application relates to a 464m² garage site which is located on Doles Crescent in Royston. The site currently houses 4 detached concrete pre-fabricated garages with the remainder of the land being open. Most of the land is covered in hard surfacing with grass verges on the remainder.

The site is centrally positioned within a Local Authority estate that is surrounded by dwellings on all sides. Bungalows are located to the north, west and north east of the site. To the south, south west and south east are two storey semi-detached houses. The dwellings in the area are all of similar appearance, 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 a single detached bungalow on the site. It would be predominately rectangular in shape with a gable roof on either end and with a small front extension. Materials of red brick elevations and dark grey modern roof tiles are proposed. The bungalow would have 3 bedrooms. It would have provision of 2 off street parking spaces and a private rear garden.

A 1.8m closed boarded timber fence would be erected on the two side boundaries and at the rear. A low level brick wall would be built on the front boundary.

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.

Representations

Notification letters were sent to surrounding properties and a site notice was posted at Doles Crescent on 3/11/17. Three letters of representation have been received. The issues raised were in regards to parking on Doles Crescent:

- Residents at 45 & 47 Meadstead Drive are concerned about the area to the rear of their properties being used by contractors' vehicles for parking. The residents have disabled children and are concerned that highway safety could be affected.
- Concerns that the loss of parking on the garage site would have a detrimental effect on highway safety and parking along Doles Crescent
- Concerns that the development would remove the only parking provision which is available for No.54 Doles Crescent taking into account that the section of road in front of the property is narrow and does not allow for on street parking. It is queried whether a pedestrian access could be created from within the application site into No.54 to enable an off street parking space to be created in the existing front garden belonging to the property.

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 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 bungalow would be positioned on the same building line as the existing two storey dwellings immediately to the south of the site. It would sit on a similar land level and would also be lower in height being a bungalow. The existing properties located on the other side are also bungalows but are located further away. There are no overlooking or overshadowing considerations concerning these properties.

It is acknowledged that the separation distance between the rear elevations of the proposed dwelling and the neighbouring rear property is 18m, which is below the 21m usually required by the SPD guidance. However overlooking and overshadowing would be avoided due to the properties at the rear also being bungalows and because of the proposed 1.8m closed boarded fence.

The bungalow would have an internal floor area of circa 85m² which exceeds the 77m² set out in the South Yorkshire Residential Design Guide for 3 bedroom properties. In addition dwelling 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 Doles Crescent and continue a similar front building line as the existing properties in the area, effectively in filling the gap in the current street scene. There are a number of bungalows within the immediate area, which are juxtaposed with 2 storey dwellings. As such, the development would reflect the street scene.

The elevations are of conventional 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 property would have a split ridge line.

Parking would be provided to the side of the bungalow, making it less visible within the street scene. Suitable hard and soft landscaping and boundary treatments are proposed.

Highway Safety

The dwelling would be accessed directly from a section of Doles Crescent which is off the main part of the road and provides a link to Meadstead Drive. Each property would have 2 no. parking spaces, 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 not expected to cause a safety issue given the low key nature of the estate road. In addition the provision of a new footway along the site frontage would be a safety benefit. It is acknowledged that the occupants of 54 Doles Crescent would not be able to park on street in front of their property at present due the narrow width of the road. Potentially this could be resolved through the creation of an off street parking space using the land to the side of their property. However they would then need a new pedestrian access to the rear of the property from within the application site to enable bins to be stored at the rear. Berneslai Homes have been informed of this request.

The concerns about the potential for disruption to occur during the construction period are noted. However Highways have requested that a Construction Method Statement is submitted prior to commencement, which would details where contractor vehicles would be parked. Currently, there are no parking restrictions along Doles Crescent or surrounding streets; whilst this could cause temporary disruption during the construction process, the development is not considered to have a substantial impact on parking provision in the area. A recent improvement scheme to provide driveways to surrounding properties was recently carried out which should mitigate some of the loss of garages on the site.

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 would 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)-111 Rev. P1, NPS-DR-A-(00)-112 Rev. P1, NPS-DR-A-(00)-113 Rev. P1, NPS-DR-A-(00)-120 Rev. P1 & NPS-DR-A-(00)-121 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 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.

5 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.

6 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:-

1. The parking of vehicles of site operatives and visitors.
2. Means of access for construction traffic.
3. Loading and unloading of plant and materials.
4. Storage of plant and materials used in constructing the development.
5. 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.

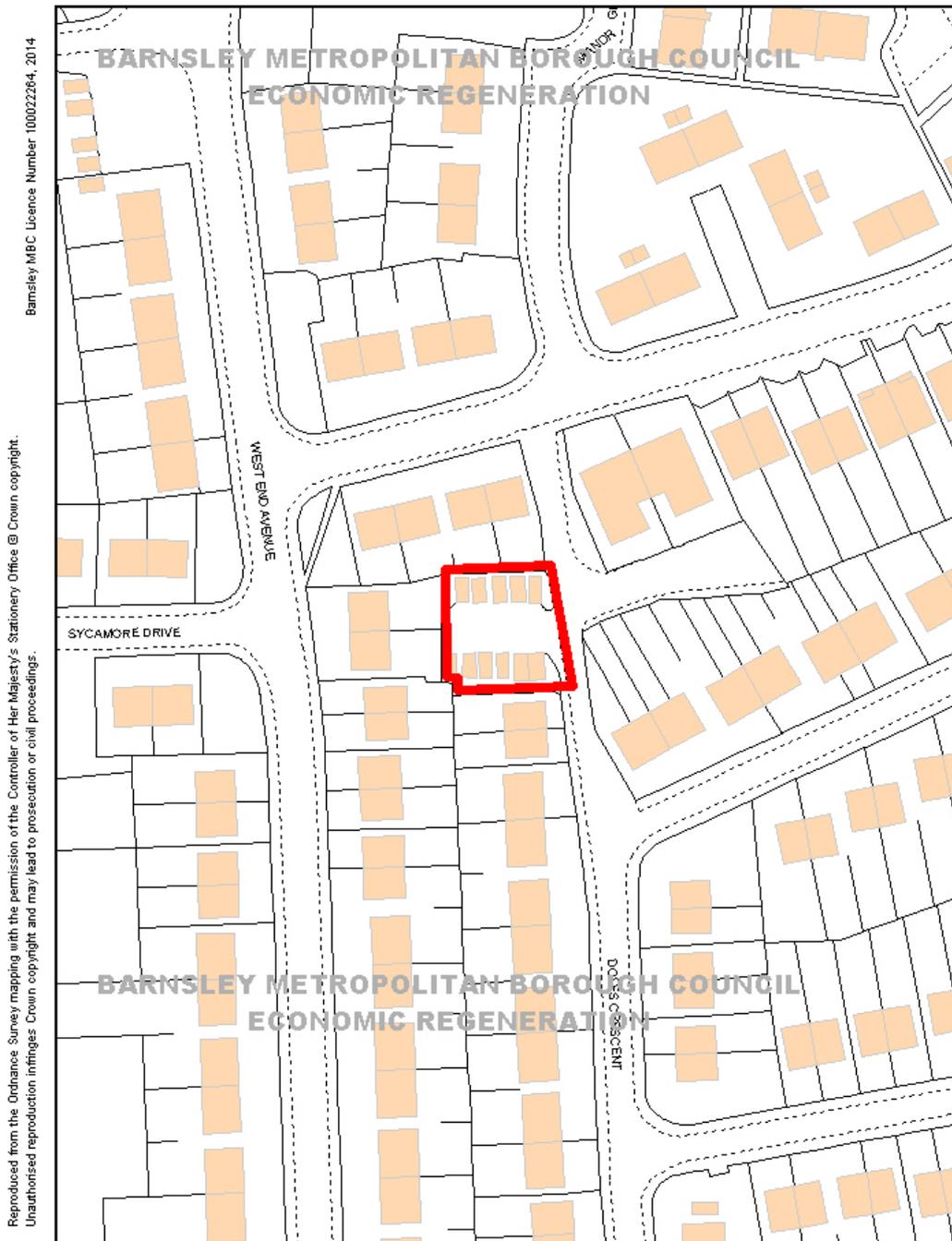
7 The parking/manoeuvring facilities, indicated on the submitted plan, shall be surfaced in a solid bound material (i.e. not loose chippings) and made available for the manoeuvring and parking of motor vehicles prior to the development being brought into use, and shall be retained for that sole purpose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

- 8 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.
- 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 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
Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26.
- 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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