
2018/0849

Applicant: Mr James Blunt

Description: Erection of 40 no. dwellings

Site Address: Land at Pearson Crescent, Wombwell, Barnsley

3 letters of representation have been received

Description

The site is two separate parcels of land located at the junction of Pearson Crescent and Aldham House Lane and off Wortley Avenue. The larger of the two is a cleared site which previously accommodated 36 houses.

The site slopes up from Pearson Crescent towards Wortley Avenue in a generally north to south direction.

There is residential development to all boundaries of the site with a variety of bungalows, and two storey houses adjacent to the site. The wider area is mixed in character with varying property types and materials.

Proposed Development

It is proposed to erect 40 no. dwellings across both parcels of land. The proposed housing mix is:

- 7 x 2 Bedroom town house
- 4 x 2 Bedroom semi-detached bungalow
- 22 x 3 Bedroom semi-detached house
- 7 x 3 Bedroom town house

The layout utilises the existing road layout with most properties accessed directly from the adopted highway network. A parking court is proposed for plots 7-11, located off Aldham House Lane and gated for security. In addition there is a private drive access to plots 33 -36 and no.25 Wortley Avenue (existing property).

The houses and bungalows are stated to be brick and render with grey concrete tiles to the roof and are all of a relatively simple design.

Gardens are located to the front and rear. A small area of green space is retained at the junction of Pearson Crescent and Wortley Avenue with the mature tree here also retained; this will be transferred to the ownership of adjacent properties as additional garden (plots 20 & 21).

A range of boundary treatments are proposed with brick pillars and fencing in more prominent locations on the site. Because of the slope across the site retaining walls are proposed in various locations ranging in height from 0.5m to 2.2m.

The footpath through the site is retained and improved as an adopted right of way; the applicant is seeking to formally dedicate the route in consultation with PROW officers.

Planning History

None

Policy Context

The new Local Plan was adopted at the full Council meeting held 3rd January 2019 after it was found to be sound by the appointed Planning Inspector following the examination process. This means that it now takes on full weight for decision making process in planning law terms as the development plan for the Borough, superseding the remaining saved policies from the Unitary Development Plan (adopted in the year 2000) and the Core Strategy (adopted in 2011).

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 majority of the site is included within Housing Allocation:- Site HS87 Land east of Wortley Avenue, Wombwell which has an indicative number of dwellings of 32. The remainder of the site is allocated as Urban Fabric.

Local Plan policies of relevance to the scheme would be as follows:

SD1 'Presumption in Favour of Sustainable Development'.

GD1 'General Development' provides a starting point for making decisions on all proposals for development setting out various criteria against which applications will be assessed.

LG2 'The Location of Growth' Wombwell is listed as one of the Principal Towns where priority is given to development.

H1 'The Number of New Homes to be Built' sets the target of new homes for the plan period 2014 to 2033 at 21,546

H2 'Distribution of New Homes' states 10% of new homes to be built in Wombwell.

H6 'Housing Mix and Efficient Use of Land' proposals for residential development are expected to include a broad mix of house size, type and tenure and a density of 40 dwellings per hectare is expected in Principal Towns.

Policy H7 'Affordable Housing' seeks 10% affordable housing in Wombwell.

Policy H8 'Housing Regeneration Areas' includes Wombwell.

Policy T3 'New Development and Sustainable Travel'

Policy T4 'New Development and Transport Safety'

Policy D1 'High Quality Design and Place Making'

Policy GS1 'Green Space' requires new development to provide or contribute towards green space in line with the Green Space Strategy.

Policy GS2 'Green Ways and Public Rights of Way' seeks to protect rights of way from development.

Policy BIO1 'Biodiversity and Geodiversity' requires development to conserve and enhance biodiversity and geodiversity.

CC1 'Climate Change'

CC2 'Sustainable Design and Construction'

CC3 'Flood Risk'

CC4 'Sustainable Urban Drainage'

CL1 'Contaminated and Unstable Land'

Poll1 'Pollution Control and Protection'

PI1 'Infrastructure and Planning Obligations'

SPDs

The following Supplementary Planning Documents are currently being consulted on and are relevant to the proposal:-

'Parking' states that the parking standards for new housing development shall be 2 spaces for 3 bed dwellings and above.

'Designing New Housing Development' provides guidance regarding the design of new housing and external space standards.

'Open Space Provision on New Housing Development' provides guidance on open space requirements and off site contributions.

The South Yorkshire Residential Design Guide has been adopted as a best practice guide by the Council and covers issues relating to sustainability, local distinctiveness and quality in design and is underpinned by the principles in the CABI 'Building for Life' scheme.

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. 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:

The Presumption in Favour of Sustainable Development
Delivering a sufficient supply of homes

Consultations

Affordable Housing – No objection subject to a 10% requirement of affordable housing. Confirmed that the 4 x 2 bed units as proposed is acceptable.

Contaminated Land – No comments or objections

Drainage – No objections subject to conditions

Education – A contribution towards primary school places is required.

Highways DC – No objections subject to conditions.

Regulatory Services – No objection subject to conditions

Ward Councillors – No comments

YW – No objections subject to conditions

PROW – No objections

Representations

The application was advertised through neighbour letters and site notices with 3 letters of representation received. The issues raised are:

- The proposed will exacerbate current issues with on street parking
- Loss of privacy
- Overbearing impact for existing bungalows bordering the site
- Loss of greenspace used by local children and children's groups
- Disturbance from more building works
- The area is already overdeveloped.

Assessment

Principle of development

The majority of the site is allocated in the Local Plan for housing (Site HS87) and is located in the Principle Town of Wombwell where 10% of housing growth for the borough is sought (Local Plan Policy H2). The remaining part of the site is Urban Fabric and given that it is closely associated with the site, and is within predominantly residential surroundings, it is reasonable to conclude that the development of this part of the site is also acceptable in principle to allow a more comprehensive development to be achieved. As such the proposed residential development is acceptable in principle subject to an assessment against the other policies in the Local Plan as set out below.

Visual Amenity

The proposed number of units is above the assumed yield for this site, however, the island on Wortley Avenue was not included as part of the allocation. The density of the whole site would be just over 40 dwellings per hectare which meets the requirements of Policy H6 in providing an efficient use of land.

The layout has been initially informed by the existing road layout and utilities located therein. The levels on site further constrain the layout with some cut / fill required across the site and retaining structures. The applicant has provided levels plans and sections across the site taking in existing residential properties. These show that, the retaining structures required are limited in so far as possible with the highest at the rear of the proposed properties. This approach minimises the visual impact of the structures as well as ensuring that the new development sits within the hillside across the site.

The levels across the site have also meant that it has not been possible to secure parking to the front or side of every individual dwelling; therefore, the site layout includes some parking courts. These courts are limited in scale and have been located in areas where they are well over looked and can be gated (in one case). Landscaping has also been shown, softening the appearance of the parking courts.

The proposed design of the houses and pallet of materials, being relatively simple and incorporating brick and render is in keeping with the wider area. The dwellings predominately front onto the highway(s) with gardens to the rear. Plots 3-5 are set at an angle, this is to ensure the adjacent parking court is well overlooked and the orientation here is not unlike that of the existing properties along the other side of Aldham House Lane so will not appear out of place.

In addition, there is a public right of way crossing the site which is to be retained. The gradient is improved with steps kept to a minimum height and spaced to allow easier access with a pushchair and a handrail provided. This has been kept roughly on the same route with access along the proposed private drive and between plots 11 and 12 to a bus stop located here on Pearsons Crescent. The boundary treatment along this route has been kept as open as possible, with railings used to demark private and public space.

Finally, the applicant has proposed a high level of landscaping on the site with a range of trees to provide variety through the seasons. Further detailed information will be secured through condition, including hard landscaping to differentiate public and private areas.

Overall, the proposed development is considered to be a well-designed and quality scheme, addressing the constraints of the site and complies with Local Plan Policy D1 and the requirements of the Designing New Housing Development SPD and the South Yorkshire Residential Design Guidance.

Residential Amenity

The majority of the site is bounded by roads, limiting the impact of the proposed on residential amenity. There is well in excess of 21m between the proposed new dwellings and existing properties on Pearsons Crescent, therefore, although some of the existing properties are bungalows the overall impact is acceptable. The applicant has also sought to further reduce the impact by lowering the land level along this part of the site as shown on the sections provided.

The nearest properties (25 Wortley Avenue and 195 Aldham House Lane) are located on the southern boundary and are side on to the proposed development. Access for no.25 is retained with a garden on the proposed development located to the side of this property. Plots 1 and 2 are adjacent no.195 Aldham House Lane with no windows overlooking this property and no impact on overshadowing due to their orientation to the north.

The internal layout of the properties provides a reasonable standard of living space in accordance with the Internal Space Standards in the South Yorkshire Residential Design Guide with some rooms slightly under sized but others being larger. The bungalows are slightly small for a two bedroom, three person property but would be generous for a one bed, two person property which is likely to be the target occupier. All the gardens meet the external amenity space standards.

Therefore the proposed is acceptable in residential amenity terms and complies with Policy D1 and the requirements of the Designing New Housing Development SPD and the South Yorkshire Residential Design Guidance.

Highway Safety

The proposed largely utilises the existing road network with most properties accessed directly from these roads. The private drive allows access to parking areas for 6 dwellings, albeit plot 32 fronts onto and can be accessed directly from Wortley Avenue as well, therefore this is acceptable. Adequate off street parking is provided with each of the properties having two parking spaces in the form of driveways or parking spaces.

Highways have confirmed no objections, subject to conditions in accordance with Local Plan Policy T4.

Other matters

The application and S106 contributions have been subject to a viability assessment which concluded that the proposed scheme was viable to deliver a policy compliant scheme. This is based on the current SPD requirements as set out below:

Greenspace

The site forms part of the Draft Aldham House Masterplan and is the last remaining phase of that proposal, with two other phases having been completed. It is a normal policy requirement to seek compensation for the loss of any land functioning as green space but this was not seen as required in permission for the previous phase in 2012. It is considered that the 2012 permission set a precedent therefore no compensation is required for the loss of green space in this instance.

The site layout plan provided does not indicate any green space provision on site. However, it is considered that the site affords little opportunity to accommodate a green space of sufficient size. In this instance, it is deemed appropriate to seek an off-site contribution in its entirety. Based on the submitted layout and in accordance with the figures provided in Appendix 2 of Supplementary Planning Document 'Open Space Provision on New Housing Developments', the off-site contribution for this application would be £67,801.66. This is in accordance with Local Plan Policy GS1.

Education

The Wombwell area is one area of the Borough where there is a deficit in future years in relation to primary school places and as such a contribution is required. There is no significant impact on secondary provision.

This development would generate 9 pupils so the primary contribution required would be £123,795 in accordance with Local Plan Policy I1.

Affordable Housing

The proposed includes four, two bed properties which will be affordable housing. This has been agreed with the housing team as acceptable to meet the needs for this area and is in accordance with the 10% requirement under Local Plan Policy H7.

Drainage

It is proposed to connect to the existing network in terms of foul water and conditions have been proposed requiring appropriate investigation of potential Suds in relation to surface water in accordance with Local Plan Policy CC4. There is a sewer crossing the site which has been allowed for in the layout with a condition applied to ensure no future development along the easement of this sewer.

Conclusion

The proposed residential development is in a sustainable location and will deliver 40 good quality new houses in the Principle Town of Wombwell. The scheme is well designed, allowing for the constraints of the site, and includes a good range of housing types and tenures. As such the proposed is recommended for approval.

Recommendation

Grant subject to conditions and the signing of a Section 106 to secure the relevant Education, Affordable housing, and Open Space requirements

- 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 amended plans and specifications as approved:

18.012.1 Location Plan
18.012.2 Rev H - Site Plan
18.007.8.21 HL97
18.007.6.1 HL94
18.007.9.2 HL59A
18.007.4.1 HL70A
18.007.9.1 HL59
18.007.2.2 HL89-95-89
18.007.4.2 HL70A
18.007.2.1 HL89-95
18.007.1.1 HL89-95
18.012.3 Footpath Link Plan and Cross Section

unless required by any other conditions in this permission.

Reason: In the interests of the visual amenities of the locality in accordance with Local Plan Policy D1 High Quality Design and Place Making.

- 3 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 the proper drainage of the area in accordance with Local Plan Policy CC4.
- 4 No development shall take place until a scheme for disposing of surface water by means of a sustainable drainage system is approved by the Local Planning Authority. The scheme shall include the following details:
Information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
o A timetable for its implementation; and
o A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker or any other arrangements to secure the operation of the scheme throughout its lifetime.
The development shall be implemented in accordance with the approved sustainable drainage scheme and maintained thereafter in accordance with the approved management and maintenance plan.
Reason: To ensure the proper drainage of the area in accordance with Local Plan Policies CC3 and CC4
- 5 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:
o Provision of 2m adoptable footway on Wortley Avenue to connect to existing;
o Provision of/relocation of street lighting columns as necessary;
o Provision of/relocation of highway drainage as necessary;
o Resurfacing/reconstruction as necessary
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 Local Plan Policy T4.

- 6 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 Local Plan Policy T4.
- 7 Prior to any work commencing the applicant shall submit to the Local Planning Authority, for their approval, a noise and dust management plan detailing how noise and dust will be managed at the site. Once approved the plan shall be strictly adhered to throughout the course of the construction works.
Reason: In the interests of residential amenity and to accord with Local Plan Policy Poll1.
- 8 Prior to commencement of development details of tree protection fencing shall be submitted to and approved in writing by the Local Planning Authority. The approved fencing shall be installed before machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced off in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.
Reason: To safeguard existing trees, in the interest of visual amenity.
- 9 Prior to the commencement of development plans to show the following levels shall be submitted to and approved by the Local Planning Authority; finished floor levels of all buildings and structures; road levels; existing and finished ground levels. Thereafter the development shall proceed in accordance with the approved details.
Reason: To enable the impact arising from need for any changes in level to be assessed and in accordance with Local Plan Policy D, High Quality Design and Place Making.

- 10 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 prevent mud/debris being deposited on the public highway.
- Reason: In the interests of highway safety, residential amenity and visual amenity and in accordance with Local Plan Policy T4 New Development and Transport Safety and Local Plan Policy D1 High Quality Design and Place Making.**
- 11 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 Local Plan Policy T4 New Development and Transport Safety.**
- 12 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 Local Plan Policy T4 New Development and Transport Safety.**
- 13 Vehicular and pedestrian gradients within the site shall not exceed 1:12 to ensure safe and adequate access.
- Reason: In the interests of highway safety and the free flow of traffic in accordance with Local Plan Policy T4.**
- 14 All redundant vehicular accesses shall be reinstated as kerb and footway prior to the development being brought into use.
- Reason: In the interests of road safety in accordance with Local Plan Policy T4 New Development and Transport Safety**
- 15 Construction work and delivery hours shall be limited to Monday to Friday 0800-1800 and Saturday 0900-1300. There shall be no working on Sundays or Bank Holidays at all.
- Reason: In the interests of residential amenity and to accord with Local Plan Policy Poll1.**

- 16 There shall be no piped discharge of surface water from the development prior to the completion of surface water drainage works, details of which will have been submitted to and approved by the Local Planning Authority. If discharge to public sewer is proposed, the information shall include, but not be exclusive to i) evidence that other means of surface water drainage have been properly considered and why they have been discounted ; and ii) the means by which the discharge rate shall be restricted to a maximum rate of 5 (five) litres per second.
Reason: To ensure that no surface water discharges take place until proper provision has been made for its disposal in accordance with Local Plan Policy CC4.
- 17 No building or other obstruction including landscape features shall be located over or within 3 (three) metres either side of the centre line of the water main i .e. a protected strip width of 6 (six) metres, that enters the site. If the required stand -off distance is to be achieved via diversion or closure of the water main, the developer shall submit evidence to the Local Planning Authority that the diversion or closure has been agreed with the relevant statutory undertaker.
Reason: In order to allow sufficient access for maintenance and repair work at all times.
- 18 Upon commencement of development, full details of both hard and soft landscaping works, including details of the species, positions and planted heights of proposed trees and shrubs; together with details of the position and condition of any existing trees and hedgerows to be retained shall be submitted to and approved in writing by the Local Planning Authority. The approved hard landscaping details shall be implemented prior to the occupation of the building(s).
Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policy BIO1 Biodiversity.
- 19 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 Local Plan Policy BIO1 Biodiversity.
- 20 All surface water run-off shall be collected and disposed of within the site and shall not be allowed to discharge onto the public highway, in the interest of road safety.
Reason: In the interests of road safety in accordance with Local Plan Policy T4 New Development and Transport Safety

PA Reference:-

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