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**2021/0568– Full Planning Application**

**Applicant:** Mr Ryan Beedham

**Development:** Erection of 1no detached two storey dwellinghouse and associated works

**Address:** 55 Ravenholt, Worsbrough Bridge, Barnsley, S70 5DF

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**Description**

The site is a 320sqm parcel of land that forms part of a garden of an existing dwellinghouse, 55 Ravenholt. The site backs onto the Trans-Pennine Trail to the south and is located between the plots of 55 and 53A Ravenholt to the west and east respectively. In respect of the latter property, a single storey garage outbuilding is situated adjacent to the shared boundary. The private drive which accesses the site serves four dwellinghouses and bounds the site to the north. A series of residential curtilages are located north of the private drive which belong to semi-detached dwellinghouses at 4 to 7 Barley Close. No.55 is a two-storey period property c.late 19C/early 20C. The site originally had a large outbuilding belonging to No.55 across its northern aspect and this has since been demolished and the site has been cleared, presumably in preparation of development and separated with a boundary fence from No.55's rear curtilage.

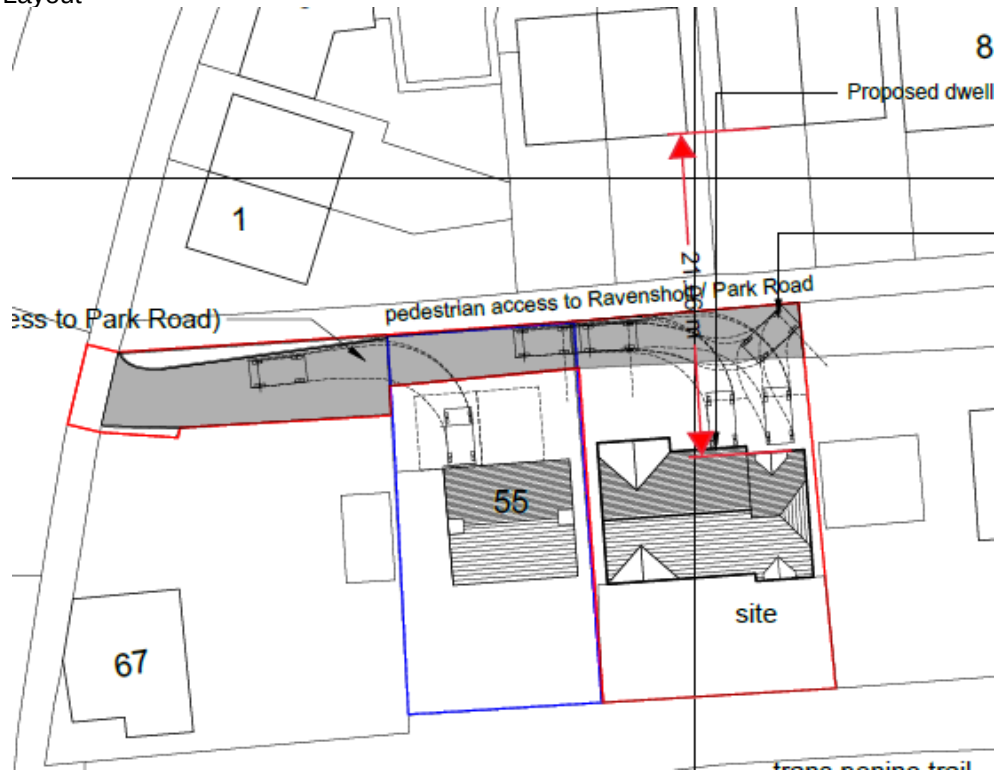


**Proposed Development**

The applicant seeks to erect a two-storey detached dwellinghouse on the site with a pitched roof and hip element. The proposed development will resurface the access in tarmac and form a large four bedroom dwellinghouse. The internal layout at the ground floor consists of an internal garage, utility room, large multi-purpose living space, an understairs toilet and a lounge. The four bedrooms are located at the first floor with a main bathroom and a walk-in wardrobe

and en-suite provisioned for the master bedroom. There is generous circulation space in both hallways. The external appearance of the dwellinghouse is akin to the neighbour at 53A in that it will clearly be a modern development with a raised gable, modern aluminium fenestration, render and stone faced elevations. 2no. parking spaces are provisioned in front of the dwelling as is a small landscaped area surrounded by permeable paving.

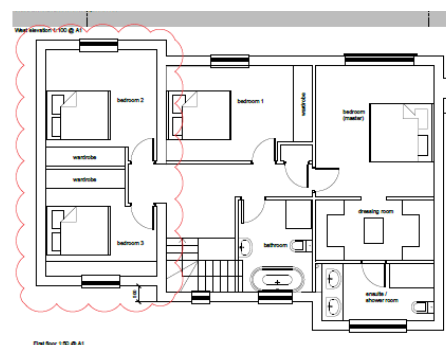
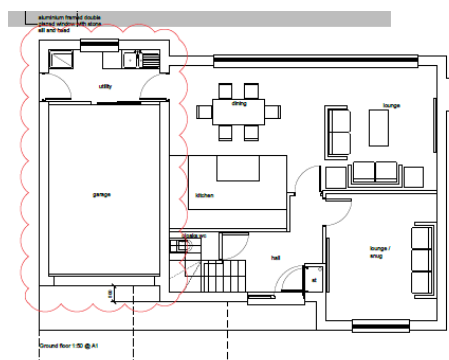
### Site Layout



### 3D Impressions



### Floor Plans



## Streetscene/Elevations



## Policy Context

Planning decisions 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 Local Plan is the borough's statutory development plan which is supported by a series of adopted Supplementary Planning Documents and Supplementary Planning Guidance Notes, which are other material considerations.

### Local Plan

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).

Local Plan policies map designations include:-

- Urban Fabric

Other relevant Local Plan policies are as follows:-

LG2 – Location of Growth

GD1 – General Development.

D1 – High Quality Design and Place Making

T4 – New Development and Transport Safety

### Supplementary Planning Documents

Design of Housing Development (DHD)  
Parking

## Other Considerations

### South Yorkshire Residential Design Guide

## NPPE

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, the policies above are considered to reflect the NPPE, which relates to high quality design and good standard of amenity for all existing and future occupants of land and buildings. They also reflect the advice in paragraph 124 (general design considerations) and paragraph 130, which state that 'permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions'.

## **Consultations**

Responses have been received from the following consultees:

*Conservation Officer* – No objections

*Public Rights of Way* – 1no. informative recommended

*Highways Drainage* – No objections subject to compliance with the building regulations.

*Highways DC* – Verbal response highlighted insufficient aisle width for manoeuvre of private vehicles from parking spaces, though the Highway engineer notes that the space is reflective of existing facilities along the private drive.

## **Representations**

The application was advertised by way of neighbour notification letters and a site notice. No comments have subsequently been received.

## **Assessment**

The proposal will be reviewed under the following assessment topics:

- Principle of Development
- Visual Amenity + Residential Amenity
- Highway Safety
- Other Considerations

### Principle of Development

The proposed development is designated as Urban Fabric in the Local Plan Policies Map. Urban Fabric is an allocation that acknowledges that land has previously been developed and is capable of being redeveloped on the basis that the scale, type, appearance, layout and landscaping of development accord with the predominant use of the area. As such development

in Urban Fabric is generally acceptable where these planning factors satisfy the requirements of the visual and residential amenity section below.

When viewed purely in terms of the proposed location and use of the land, the proposal is acceptable in that it is a form of C3 development in a residential area within Urban Barnsley. The development therefore accords with the spatial requirements of LP Policy LG2 – Location of Growth.

#### Visual + Residential Amenity

In respect of the visual amenity of the proposed dwelling, there will be limited visibility within the wider streetscene and from the TPT that would impact the appearance of the local area. That being said, the impact on the private drive will likely be positive as it will replace a dilapidated flat-roof outbuilding that dominated views along the access due to it having been set directly on the . Indeed the indicative finishing materials and detailing, such as stone surrounds to the lounge window, are of a high quality and attractive format. Soft landscaping is also proposed in front of the lounge window that will soften the hard-landscaped areas and the bin store is proposed at the rear to prevent unsightly views.

The layout and orientation of the proposal relative to the surrounding built environment is also visually acceptable in that it is to be set within the existing building line created by 55 and 53A and will lend a rhythm and pattern to the southern side of the private drive that will enclose it and make development appear less piecemeal than is currently experienced. The hipped roof to the eastern gable is an addition that is perceived as neutral in respect of its visual impact and it clearly has amenity benefits to No.53A's rear curtilage with regard to increased light levels from the mid evening onwards in the summer months.

As regards the impact of the proposed dwelling on surrounding residents and their dwellinghouses, of the three first floor windows facing north towards the rear curtilage of Barley Close only the easternmost window serves a habitable room (bedroom 3). This window is approximately 11.5m from the rear boundary of the curtilage which it faces and 21m from the rear windows of 6 Barley Close. The former situation is in accordance with the 10m requirement set out within the SPD DHD while the latter is in accordance with the 21m requirement for habitable windows that face one another required by the same document. It is noted that 53A further east has a 18m distance to No.8 Barley Close's rear elevation and as the standard is fully attained, it is not felt that overlooking would warrant a refusal of the application given that bedroom 3's window is sufficiently separated from No.6's rear boundary to minimise privacy loss of that private amenity space. The larger of the two bathroom windows is indicated as obscure glazed on the amended plans, however both will be conditioned to be obscure-glazed.

No.55 Ravenholt does have two side windows that will be impacted by the western gable of the proposed dwelling, however these windows have less protection as they are on a wall forming a side elevation and the case officer has had access to floor plans which confirm that they serve dual-aspect rooms. The impact on internal light is therefore minimised in respect of No.55's ongoing amenity subject to development of the proposal.

As previously stated above, some light impacts will be felt by No.53A in the mid evening onwards in the summer months and the same can be said with regard to the early morning for No.55 Ravenholt in the same period of the year. However, as the curtilages are south facing, the proposed dwelling is set within the building line further north of their location and the resultantly short period of time which shadowing will occur for those rear curtilages, the proposal is determined to be acceptable in respect of overshadowing. Furthermore, no overbearance of shared boundaries is anticipated from the development due to being set in the build-line.

The internal and external amenity space standards also far exceed what is required as a minimum and therefore the proposed development is acceptable in relation to Local Plan Policies GD1 and D1 in respect of residential and visual amenity.

### Highway Safety

The 2no. parking spaces in front of the dwellinghouse meet the quantum of parking spaces required for a dwelling of this size as set out in the SPD Parking and the dimensions of those spaces exceeds the minimum as set out in the SYRDG and are in fact in line with the Lifetime Home standard. The proposed integral garage is not long enough to be considered a garage as stipulated in the SYRDG, however this is not an issue as sufficient off-street parking is available in front of the property. The forecourt depth in front of the garage is not long enough, however as the garage is not relied upon for parking, this is also not an issue.

The topography of the site should also not cause any issues in respect of levels and the width of the private drive exceeds the minimum of 3.1m across its length.

It is acknowledged that the aisle width of the private drive is narrow for a single manoeuvre into and out of the car parking spaces, however the architect has widened the spaces (in line with SYRDG B.2.1.24) to enable a shorter manoeuvre for vehicles. Indeed both neighbouring dwellings are capable of exiting the private drive in a forward gear with similar widths between their principle elevations and the northern boundary of the private drive meanwhile the case officer was able to do also exit the site in a forward gear following two manoeuvres.

The distance to the dwelling from the A61 is between 30 and 40m to the plot and though there is a requirement for a turning head capable of manoeuvre for a fire appliance, there are two further properties at the end of the private drive that are a greater distance than where the proposed dwelling is located.

A bay is also created in front of the soft landscaping to allow vehicles to pass on the access that was not available previously. The applicant has indicated that the access will be resurfaced to cope with the increased volume of manoeuvres from the dwellinghouse and this will benefit all users of the private drive.

The development of the dwelling will maximise the number of properties that can utilise this private drive (5no.) and there is no obvious location where development could increase this above the maximum threshold set out in the SYRDG.

As such the proposal is found to be in line with Local Plan Policy T4.

### Conclusion

On the basis of the above assessment, the proposal is found to be acceptable subject to conditions.

### **Recommendations:**

Grant subject to conditions

### Conditions

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.**

The development hereby approved shall be carried out strictly in accordance with the plans and specifications as approved unless required by any other conditions in this permission.

Nos

- Site Location & Block Plan – J21-009 A-102 Rev D

- Proposed Plans, Elevations and Perspectives - J21-009 A-111 Rev D

**Reason: In the interests of the visual amenities of the locality and in accordance with LP Policy D1 – High Quality Design and Placemaking.**

No development shall take place until full details of the proposed external materials have been 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 LP Policy D1 – High Quality Design and Placemaking**

New doors and fenestration shall be rebated at a minimum of 50mm within the reveal.

**Reason: In the interests of the visual amenities of the locality and in accordance with LP Policy D1 – High Quality Design and Placemaking**

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 1300 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 LP Policy Poll1 - Pollution Control and Protection.**

Upon commencement of construction works, details of an Electric Vehicle Charging Point shall be submitted to and approved in writing by the LPA. The ECVP will have a minimum 'Mode 3' [7kW (32AMP)] capability and shall be installed in accordance with the approved details prior to first occupation of the development and thereafter retained in accordance with the approved details.

**Reason: To ensure the new residential units are provided with infrastructure that conforms with the requirements of LP Policy T3 - New Development and Sustainable Travel.**

Upon commencement of development details of measures to facilitate the provision of gigabit-capable full fibre broadband for the dwelling hereby permitted, including a timescale for implementation, 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: To ensure adequate infrastructure for the dwellings in accordance with LP Policy I1 - Infrastructure and Planning Obligations.**

Before the development is brought into use, that part of the site to be used by parked vehicles shall be surfaced in a bound permeable material and adequate measures shall be so designed to avoid the discharge of surface water from the site on to the private drive or highway.

**Reason: To ensure adequate provision for the disposal of surface water and to prevent mud/debris from being deposited on the public highway and to prevent the migration of loose material on to the public highway to the detriment of road safety in line with LP Policy T4 - New Development and Transport Safety.**

The resurfacing of the private access as shown on the approved site plan shall be conducted prior to occupation of the development and shall thereafter be maintained. **Reason To improve the quality and safety of the access in line with LP Policy T4 - New Development and Transport Safety.**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), no enlargement, improvement or other alteration of the dwellings which would otherwise be permitted by Part 1 of Schedule 2 to that Order shall be

carried out without the prior written consent of the Local Planning Authority, and no garages or other outbuildings shall be erected.

**Reason: To safeguard the amenities of the occupiers of adjoining residential property in accordance with LP Policy GD1 – General Development.**

The 2no. windows on the principle elevation at the first floor of the building serving bathrooms shall at all times be fitted with obscure glass and retained as such thereafter.

**Reason: To safeguard the privacy and amenities of the occupiers of adjoining residential property and in accordance with LP Policy GD1 - General Development**

Informatives:

Public rights of way run alongside the proposed development site. Safe public access on the rights of way should remain available whenever possible, with no obstruction of or encroachment onto the width of the path and no building debris, storage of materials or parked vehicles limiting access at any time. Appropriate measures should be taken to protect the public, including fencing if necessary. If safe public access is not possible at any time then a temporary closure should be arranged, providing at least 4 weeks' notice and details of how public access will be managed. For further information contact [publicrightsofway@barnsley.gov.uk](mailto:publicrightsofway@barnsley.gov.uk).