
2021/0091

Applicant: Megan Smith

Description: Erection of new dwelling with attached garage and shared private drive

Site Address: Land off Ringway, Bolton on Dearne, Rotherham, S63 8AR

Site Description

The application site is part of a former garage site, located to the rear of properties on Ringway, Carr Field Lane and Thurnscoe Road. The current access is from Ringway, between numbers 115 and 117, via a narrow drive which is circa 2.5m wide and 30m long.

The site is an irregular shape but is broadly flat with no buildings on it. The site is partially overgrown and there are a few smaller trees and shrubs around the site edge. A tarmac strip runs through the site.

The whole site is surrounded by houses which back onto it. Some of the houses backing onto the site appear to have created accesses to it from their rear gardens.

Proposed Development

This application is one of 4 separate applications submitted, each sharing an access from Ringway. The access is proposed to be widened to 4.4m with an area to wait within the site.

The proposed is plot 1 and would be the first property as you enter the site. It is orientated to face to the south west, onto the rear of houses on Ringway. The rear will face onto the back gardens of houses off Carr Field Lane and Thurnscoe Road but not directly back to back with these houses.

The house design has been amended to be a dormer bungalow with dormer windows to the front elevation and velux windows only to the rear. The design of the bungalow is similar to a barn with a gambrel style roof. There are 4 bedrooms in the roof space with an open plan living kitchen, separate living room and playroom on the ground floor. An attached garage is also proposed to the side.

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.

Local Plan

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 new Local Plan was adopted at the full Council meeting held 3rd January 2019. In addition, the Council has adopted a series of Supplementary Planning Documents and

Neighbourhood Plans which provide supporting guidance and specific local policies and are a material consideration in the decision making process.

This site has no specific allocation, being within the urban fabric on the Local Plan Proposals Map.

The following policies are of relevance:-

SD1 'Presumption in Favour of Sustainable Development'
GD1 'General Development'
LG2 'Location of Growth'
H1 'The number of New Homes to be Built'
H2 'Distribution of New Homes' with 14% of new homes to be located in the Dearne.
H4 'Residential Development on Small Non-allocated Sites'
H6 'Housing Mix and Efficient Use of Land'
H8 'Housing Regeneration Areas'
T1 'Accessibility Priorities'
T3 'New Development and Sustainable Travel'
T4 'New Development and Transport Safety'
D1 'High Quality Design and Place Making'
BIO 'Biodiversity and Geodiversity'
CC1 'Climate Change'
CC2 'Sustainable Design and Construction'
CC3 'Flood Risk'
CC4 'Sustainable Drainage Systems (SuDs)'
RE1 'Low Carbon and Renewable Energy'
CL1 'Contaminated and Unstable Land'
Poll1 'Pollution Control and Protection'

SPD's

- Design of Housing Development
- Open Space Provision on New Housing Developments
- Trees and Hedgerows
- Parking
- Sustainable Travel

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. Sections and paragraphs of relevance would be:

Section 5 – Delivering a sufficient supply of homes, at the current time the Council has a 5 year housing supply.

Paragraph 62 - The size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including,

but not limited to, those who require affordable housing, families with children, older people, students, people with disabilities, service families, travellers, people who rent their homes and people wishing to commission or build their own homes)

Section 8 – Promoting healthy and safe communities

Section 9 – Promoting Sustainable transport

Paragraph 111 - Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Section 11 – Making effective use of land

Section 12 – Achieving well-design places

Paragraph 134 - Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design⁵², taking into account any local design guidance and supplementary planning documents such as design guides and codes.

Consultations

Drainage – No details have been submitted, however, the area is well served by sewers so there is no objection subject to conditions ensuring the detail is agreed at a later stage.

Forestry Officer – No comments received.

Highways DC – No objections subject to conditions.

Pollution Control – No objection subject to a condition to minimise disturbance during construction.

Yorkshire Water – No comments received

Ward Councillors – Councillor Danforth has queried the access and who owns the land as increasing the width is a key concern.

Representations

The proposed development has been consulted on twice, the second time on amended plans. The consultation was advertised by site notices and neighbour letters. Objections have been received from three residents concerning:

- The principal client/building contractor stop the fencing moving or causing damage, due to the camber. Most of the fences on the ring way side are built on concrete rafts, with sustainable movement there is a high probability of the fences collapsing. Is a retaining wall being constructed to stop this from happening? - *Whilst boundary treatments can be conditioned, any damage to existing fences would be a private legal matter.*
- Loss of privacy; - *this has been assessed under residential amenity in the report below.*

- Overshadowing and overbearing impact – *this has been assessed under residential amenity in the report below.*
- Over development of a small plot with large houses that are out of character with the houses around it.- *his has been assessed under residential amenity in the report below.*
- Where will the workforce park during construction and is there a traffic plan for deliveries?; - *a condition has been added regarding construction, however, this would not necessarily cover parking or deliveries as the site is not in an area where there are restrictions.*
- What hours will the construction team work? – *this is covered by a condition.*
- There are no drainage plans. – *this is covered by a condition.*
- There is asbestos on the site, has this been investigated? – *this is outside of planning control but the developer would be required to deal with this appropriately under health and safety executive rules.*

Assessment

The site is within the urban fabric of Bolton Upon Dearne, having no specific allocation. Local Plan Policy GD1 is the starting point for assessing development and sets various criteria, with development approved where it complies with these. In addition, Local Plan Policy H4 is also relevant, allowing housing on smaller unallocated sites where the development complies with the wider policies in the Plan.

The Design of Housing Development SPD provides design guidance, expanding on the requirements of Policy GD1 and D1. This includes specific reference to backland development and when it can be acceptable. The proposed will not have an adopted access and it will include a long narrow drive which will result in residents having to drag their bins an arguably excessive distance. However, the site is a former garage site, that is unused and unmaintained with a poor visual amenity impact as well as potential issues with anti-social behaviour. The visual impact of the proposed development is covered in more detail below along with an assessment against Local Plan Policies.

Visual Amenity

The existing site has limited value in visual amenity terms. It is an open area with a tarmac drive through it, overgrown vegetation to the edges and various waste material dumped on it. The trees on the site are all located around the edges and although largely young with limited value can mostly be retained as part of the development.

The proposed development, of 4 dwellings with gardens and associated access will result in the site being cleaned up and maintained. The dwellings as proposed are unique in their design and could appear incongruous in what is a relatively uniform area, however, as they are located on land behind existing houses they will not be highly visible. In addition, materials proposed are brick and concrete tiles which is consistent with other houses and will ensure some cohesion. Full details of materials can be secured through a condition.

Overall, the proposed will result in an existing area of unused waste land being tidied up and properly maintained to the benefit of visual amenity. The site is not significantly large and so there will be limited landscaping, however, existing trees can largely be retained, and new landscaping will be provided in garden areas. Finally, the design of the dwellings, whilst unusual, will not detract from the wider area. Therefore, the proposed is in accordance with Local Plan Policies GD1 and D1 where they relate to visual amenity.

Residential Amenity

In terms of residential amenity, the shape of the site is such that there are some pinch points. Looking at plot 1 specifically, the dwelling has been amended to a bungalow to reduce the overall impact. With dormer windows in the front elevation only, the rear can be closer to the boundary with adjacent properties. In addition, the bungalow does not face directly onto the elevations of properties at the rear, reducing any overlooking and overshadowing issues here.

To the front, the bungalow will be circa 9m from the boundary with properties on Ringway. This is below the space standards, however, the houses on Ringway have 12-13m gardens so the overall back to back requirement of 21m can be achieved.

The design of the bungalow, with a gambrel style roof means that it will be slightly higher than a more traditional bungalow. However, overshadowing is mitigated to a degree by its location in the site, whereby shading would be over the ends of the adjacent garden which is quite long and an inverted L shape. Furthermore, there is an existing tree and hedgerow here that already provides some shading.

On the basis of the above, the proposed is acceptable in residential amenity terms and broadly complies with Local Plan Policy GD1 and D1.

Highway Safety

Although it is an existing access the width was substandard and needed to be increased. In addition, officers raised concerns about the parking requirements being met on site. The plans submitted were unclear in relation to parking areas. These issues have been addressed through the submission of amended plans. Therefore, there is no objection in highway safety terms and the proposed complies with Policy T4.

Plot 1 also includes a garage which can be used for secure cycle storage and a condition can be added requiring electric vehicle charging points. The site is also in a sustainable location with access to public transport and services. Therefore, the proposed complies with Policy T3.

Recommendation

Approve subject to conditions