

Application Reference Number:		2024/0858	
Application Type:		Full	
Proposal Description:		Demolition of existing garage and replacement with 3 bed dwelling (Custom/self-build)	
Location:		26 Pleasant Avenue, Great Houghton, Barnsley, S72 0BS	
Applicant:		Mr Luke Whyman	
Third-party representations:	None	Parish:	Great Houghton
		Ward:	North East

Summary:

This planning application seeks full planning permission for the erection of 1no. 3 bedroomed self-build detached dwelling, the demolition of the existing garage and access works in connection with the adjacent property.

The site falls within Urban Fabric as allocated by the adopted Local Plan. Development comprising the erection of a new dwelling is considered acceptable in principle if proposals would not significantly adversely affect residential amenity, highway safety, and where satisfactory standards of design are achieved.

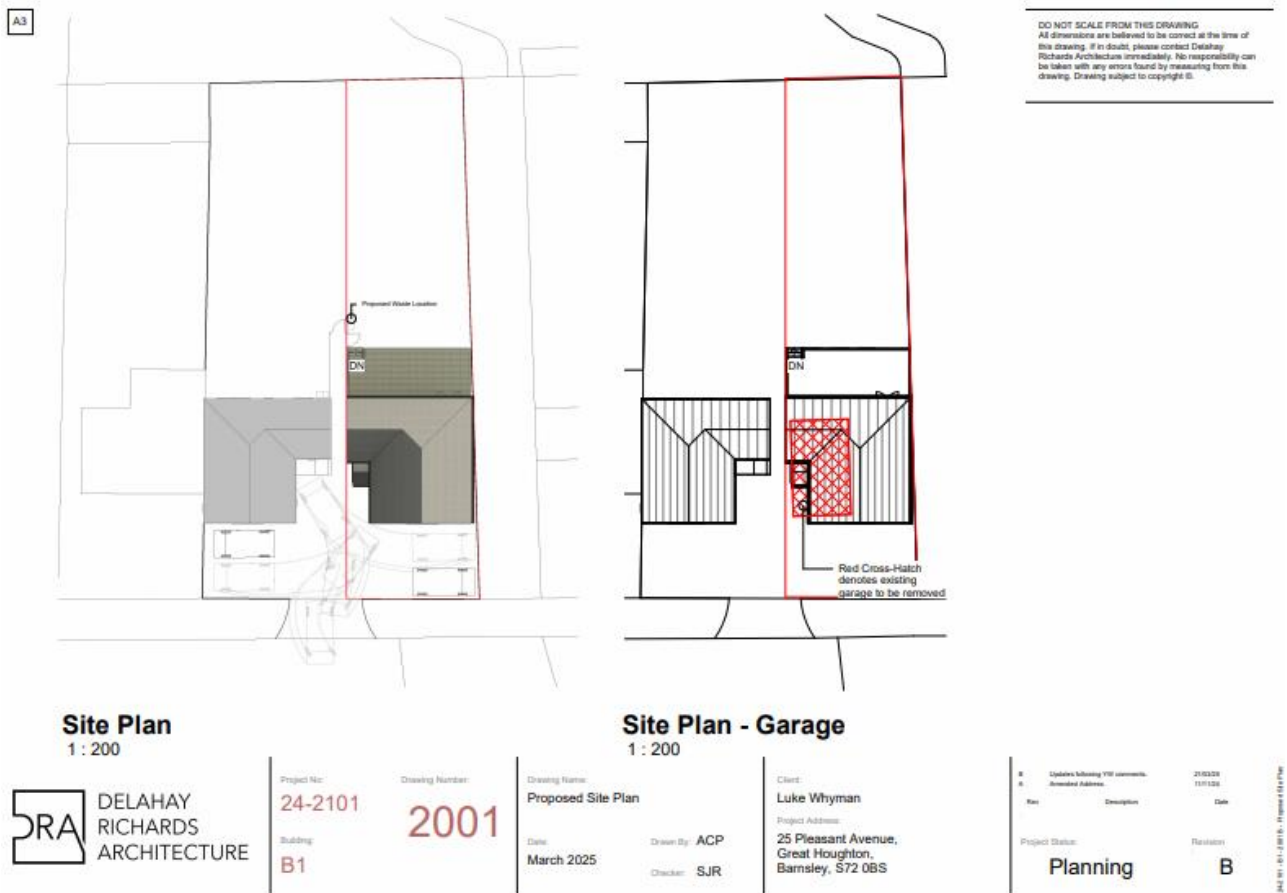
The proposal would have no adverse impact on highway safety, residential or visual amenity and is considered acceptable in policy terms. The proposal is therefore considered to be an acceptable and sustainable form of development in accordance with Section 2 of the National Planning Policy Framework (NPPF, 2024).

Recommendation:

Approve subject to conditions

Site Description

The application site is currently part of the large curtilage of 26 Pleasant Avenue in Great Houghton. The site houses an existing garage at the moment and is set to the southeast of no. 26. The site fronts onto Pleasant Avenue with Great Houghton Recreation Ground to the rear. The area has a consistent residential street scene with dwellings designed similarly to the proposed.



Proposed Development

The applicant is seeking approval for the erection of a two-storey detached dwelling. The dwelling has a length of 8 metres and a width of 8 metres. The dwelling will feature a part pitched, part hipped roof reflective of those seen in the street scene with a ridge height of 8.8 metres and an eaves height of 5.85 metres. The dwelling accommodates a combined kitchen/dining room and a living on the ground floor and three bedrooms and a bathroom on the first floor. The front of the dwelling faces onto Pleasant Avenue with a pedestrian access to the front door as well as parking to the front. A rear garden area is also proposed. The materials for the dwelling will be red brick and grey concrete roof tiles, again matching the materials in the street scene.



Relevant Policies

The Development Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires proposals to be determined in accordance with the development plan unless material considerations indicate otherwise. The development plan for Barnsley consists of the Barnsley Local Plan (adopted January 2019). The Local Plan review was approved at the full Council meeting on 24th November 2022. The review determined that the Local Plan remains fit for purpose and is adequately delivering its objectives. This means no updates to the Local Plan, in whole or in part, are to be carried out ahead of a further review. The next review is due to take place in 2027 or earlier if circumstances, require.

Local Plan Allocation – Urban Fabric

To the extent that development plan policies are material to an application for planning permission the decision on the application must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004). In reference to this application, the following policies are relevant:

Policy SD1: Presumption in favour of Sustainable Development – States that proposals for development will be approved where there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents. Development will be expected to be compatible with neighbouring land and will not significantly prejudice the current or future use of neighbouring land. Policy GD1 below will be applied to all development.

Policy GD1: General Development – Development will be approved if there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents. Development will be expected to be compatible with neighbouring land and will not significantly prejudice the current or future use of neighbouring land.

Policy D1: High quality design and place making – Development is expected to be of a high-quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and other features of Barnsley.

Policy H4: Residential Development on Small Non-Allocated Sites – Proposals for residential development on sites below 0.4 hectares (including conversions of existing buildings and creating dwellings above shops) will be allowed where the proposal complies with other relevant policies.

Policy H6: Housing Mix and Efficient use of land – Housing proposals will be expected to include a broad mix of house size, type and tenure to help create mixed and balanced communities. Homes must be suitable for different types of households and be capable of being adapted to meet the changing needs of the population. Proposals to change the size and type of existing housing stock must maintain an appropriate mix of homes to meet local needs.

Policy BIO1: Biodiversity and Geodiversity – Development will be expected to conserve and enhance the biodiversity and geological features of the borough.

Policy Poll1: Pollution Control and Protection – Development will be expected to demonstrate that it is not likely to result, directly or indirectly, in an increase in air, surface water and groundwater, noise, smell, dust, vibration, light or other pollution which would unacceptably affect or cause a nuisance to the natural and built environment or to people.

Policy T3: New development and Sustainable Travel – Expects new development to be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cycles. Also sets criteria in relation to minimum levels of parking; provision of transport statements and of travel plans.

Policy T4: New Development and Transport Safety – New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement.

National Planning Policy Framework (NPPF) and the National Planning Practice Guidance

In December 2024, The Government published a revised National Planning Policy Framework ("NPPF") which is the most recent revision of the original Framework, published first in 2012 and updated a number of times, providing the overarching planning framework for England. It sets out the Government's planning policies for England and how they are expected to be applied.

The NPPF must be taken into account in the preparation of local and neighbourhood plans and is a material consideration in planning decisions. This revised document has replaced the earlier planning policy statements, planning policy guidance and various policy letters and circulars, which are now cancelled.

Central to the NPPF is a presumption in favour of sustainable development which is at the heart of the framework (paragraph 10) and plans and decisions should apply this presumption in favour of sustainable development (paragraph 11). The NPPF confirms that there are three dimensions to sustainable development: economic, social and environmental; each of these aspects are mutually dependent.

The most relevant sections are:

- Section 2 - Achieving sustainable development
- Section 4 - Decision making
- Section 9 - Promoting sustainable transport
- Section 12 - Achieving well-designed places

The National Design Guidance (2019) is a material consideration and sets out ten characteristics of well-designed places based on planning policy expectations. A written ministerial statement states that local planning authorities should take it into account when taking decisions.

Supplementary Planning Documents:

In line with the Town and Country Planning (Local Planning) (England) Regulations 2012, Barnsley has adopted twenty eight Supplementary Planning Documents (SPDs) following the adoption of the Local Plan in January 2019. The most pertinent SPD's in this case are:

- Biodiversity
- Design of Housing Development
- Parking
- Sustainable Travel

The adopted SPDs should be treated as material considerations in decision making and are afforded full weight.

Other Guidance

- South Yorkshire Residential Design Guide

Consultations

Great Houghton Parish Council were consulted and raised no objections.

Highways Development Control (DC) were consulted and raised no objections subject to conditions.

Highways Drainage were consulted and raised no objections.

North East Ward Councillors were consulted and raised no objections.

Pollution Control were consulted and raised no objections subject to conditions.

Yorkshire Water were consulted and raised no objections subject to conditions.

Representations

The application has been advertised in accordance with Article 15 of the Town and Country Planning Development Management Procedure (England) Order 2015. Neighbour notification letters were sent to surrounding properties, and a site notice erected at the site, no comments were received.

Assessment

The main issues for consideration are as follows:

- The acceptability of residential development
- The impact on the character of the area
- The impact on neighbouring residential properties
- The impact on the highway network and highways standards
- The impact on biodiversity

For the purposes of considering the balance in this application the following planning weight is referred to in this report using the following scale:

- Substantial
- Considerable

- Significant
- Moderate
- Modest
- Limited
- Little or no

Principle of Development

The site is located within an area of Urban Fabric where Local Plan Policies GD1 'General Development' and H4 'Residential Development on Small Non-allocated Sites' apply. These require that development should be compatible with its surroundings and in this case the street scene is largely residential, as such the use of this site for residential use would be in keeping with the locality.

Furthermore, all new dwellings must ensure that 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. In addition, development will only be granted where the development would maintain visual amenity and not create traffic problems.

Design, and Visual Amenity

The street scene consists of semi-detached two storey dwellings that share similar design principles, as such development on this site should relate to these adjacent properties. The proposal involves the erection of a detached two storey dwelling with a pitched/hipped roof. In terms of materials the street scene features brick-built dwellings with concrete roof tiles. The proposed materials will harmonize with the appearance of the adjacent dwellings given it shares the same materials. The roof type is also designed akin to the street scene. This weighs significantly in favour of the proposal.

The site was previously curtilage featuring a detached garage therefore, it adds little to the visual amenity of the street scene. The adjacent dwellings are also two storey and although the street scene does not feature adjacent detached dwellings, the semi-detached dwellings are not traditional in design with dwellings offset in the duo. The dwelling is set in line with the adjacent dwellings and does not disrupt the build line nor established height of the dwellings. As such, the proposed dwelling would not be contrary to the development pattern of the area or appear as an overly anomalous feature in the street scene. The design of the dwellings is straightforward and would be of a scale which harmonises with that of the adjacent dwellings especially 26 Pleasant Avenue. This weighs significantly in favour of the proposal.

The proposed design and materials are deemed sympathetic to the street scene, and it would not have a negative impact in terms of being an anomalous feature. Landscaping and boundary treatments are not indicated on the submitted site plan and will therefore be dealt with via conditions. This has limited weight against the proposal. On the whole the development is acceptable in terms of visual amenity and impact upon the street scene in accordance with the SPD Design of Housing Development and Policy D1 of the Local Plan.

Residential Amenity

The proposal involves the erection of a new detached dwelling. Other residential properties are adjacent and most notably to the east (22 & 24 Pleasant Avenue) southeast (18 Mount Avenue & 23 Pleasant Avenue), southwest (17 Mount Avenue & 25 & 27 Pleasant Avenue) and northwest (26 & 28 Pleasant Avenue). Therefore, the impact upon the residential amenity of these properties is an important consideration. The site was previously residential curtilage which is surrounded by residential dwellings therefore the use of the site for residential purposes is in keeping with the adjacent uses and previous use.

In terms of external spacing standards and overlooking, the SPD Design of Housing Development states that a minimum of 21 metres should be achieved between facing habitable room windows, and 12 metres should be maintained between habitable room windows and a blank side elevation.

No first-floor habitable room windows will face the adjacent dwellings to the east and northwest as the habitable room windows are located on the front and rear elevations. Habitable room windows will face the adjacent dwellings to the southeast and southwest.

The dwellings to the southeast are two storey and front Mount Avenue and Pleasant Avenue. They are separated by Pleasant Avenue. Approximately 35 metres is maintained to the front elevations of these properties from the proposed front elevation which is therefore acceptable.

The dwellings to the southwest are two storey and front Mount Avenue and Pleasant Avenue. They are separated by Pleasant Avenue. Approximately 28 metres is maintained to the front elevations of these properties from the proposed front elevation which is therefore acceptable.

The dwellings to the east are two storey, set in line with the proposed dwelling and separated by a path connecting to the green space to the rear. Approximately 12 metres is maintained from the side elevation of these properties from the proposed side elevation which is blank. This is therefore acceptable and will not be determinantal to the amenity of the proposed dwelling.

The dwellings to the northwest are two storey and set in line with the proposed dwelling as it is an infill plot in the curtilage of said dwelling. There are first floor windows located on the side elevation of this property which face onto the proposed dwelling. Whilst plans of no. 26 aren't provided it is clear these are not main habitable room windows due to their size and one of them appears to be obscure glazed with the other potentially being a landing window.

No windows are present on the proposed dwelling. The dwelling does not extend beyond the front or rear elevations of these dwellings. Additionally, the dwelling to the northwest still has the required parking area and amenity space as the main garden area is also located to the rear of that property. This weighs significantly in favour of the proposal.

The proposed dwelling has been designed with adequate room sizes and external amenity space of over 100sqm per dwelling which is in compliance with the standards set within the SPD and the SYRDG. This weighs significantly in favour of the proposal. The proposal is considered to be acceptable in terms of residential amenity in accordance with the SPD Design of Housing Development and Local Plan Policy GD1.

Impact upon Biodiversity

Local Plan Policy BIO1 states that development will be expected to conserve and enhance the biodiversity and geodiversity features by protecting and improving habitats; maximising biodiversity opportunities in and around new developments and encouraging provision of biodiversity enhancements.

Biodiversity Net Gain (BNG) became mandatory for all applications in April 2024 except where one of the exemptions (as set out in the PPG) are met. The PPG states that self-build and custom self-build applications are exempt and therefore a +10% net gain in biodiversity is not required in this instance. Nevertheless, the mandatory BNG conditions still apply, and the onus is on the applicant to appropriately discharge these conditions and demonstrate which exemption is met.

However, the standard biodiversity policies included in the adopted development plan are still relevant including the requirement for all new dwellings to include integrated bat and bird boxes as set out in the adopted Biodiversity and Geodiversity SPD. A condition has therefore been attached to this effect which requires details to be submitted prior to any above ground works. Overall, the biodiversity impacts weighs in moderate favour.

Highways Safety

There will be little impact upon highway safety. The proposals comprise the erection of a three-bedroom detached dwelling on a plot of land that currently forms part of the garden area of no.26,

part of this area is used for the parking and garaging of motor vehicles. The proposed dwelling would result in the removal of the garage. In accordance with the Parking SPD, both the existing dwelling and the proposed three-bedroom dwelling each require two off-street parking spaces with each of these spaces having minimum dimensions of 2.5m x 5m.

The proposed site layout plan shows that the existing access is to be widened and used as a shared central access point leading to a shared turning area and two parking spaces to the front of each dwelling. Swept path manoeuvres show that a small to medium sized car would be able to turn within the site. The parking and turning arrangements would be tight for larger cars which may have to reverse to/from the public highway, however, there are many properties within the vicinity of the site that have off-street parking without turning provision, as such, the proposed arrangements would not have a detrimental impact upon the highway. The proposal is deemed acceptable regarding highways safety. This weighs significantly in favour of the proposal.

Planning Balance and Conclusion

For the reasons given above, and taking all other matters into consideration, the proposal complies with the relevant plan policies and planning permission should be granted subject to necessary conditions. Under the provisions of the NPPF, the application is considered to be a sustainable form of development and is therefore recommended for approval.

Recommendation

Approve subject to conditions

Justification

STATEMENT OF COMPLIANCE WITH ARTICLE 35 OF THE TOWN AND COUNTRY DEVELOPMENT MANAGEMENT PROCEDURE ORDER 2015

In dealing with the application, the Local Planning Authority has worked with the applicant to find solutions to the following issues that arose whilst dealing with the planning application:

- Drainage alterations
- Height reduction

Due regard has been given to Article 8 and Protocol 1 of Article 1 of the European Convention for Human Rights Act 1998 when considering objections, the determination of the application and the resulting recommendation. It is considered that the recommendation will not interfere with the applicant's and/or any objector's right to respect for his private and family life, his home and his correspondence.