
2024/0616**Mr James Masson**

Proposed development of 2no. self-build dwellings

Land adjacent 49 Pitt Street, Darfield, Barnsley, S73 8AS

Site Location and Description

The site, which was formerly occupied by a car repair garage, is level and predominantly hard surfaced and it appears may have recently been used as a car park in connection with the construction of the housing estate on the opposite side of the road. Given the remaining hard surfacing of the site, it is considered that is previously developed land. There is a partial brick boundary wall on the road frontage (north boundary), a concrete block boundary wall on the rear (south) boundary and a wooden fence on the side (west) boundary. The site adjoins an end terrace at the east boundary. The application site is part of a wider area of Green Belt. Beyond the south and west boundaries the land is also designated as greenspace associated with the Netherwood ALC and there are trees in very close proximity to the application site off both of these boundaries.

Site History

2013/1257 Erection of 3no. townhouses (part of site only)

2009/1605 Erection of 7 townhouses and vehicular access

2009/1151 Residential development of 2 no apartments in one 2-storey block (part of site only)

2008/1697 Residential development (outline)

Proposed Development

The applicant seeks permission for the construction of 2 self-build bungalows. The two bed bungalow measures 9.35 metres by 8 metres by 5.25 metres to the top of the roof, with an additional flat roof extension to the rear with a 5 metre projection, 4.9 metres wide and 3.05 metres high (not including the glazed roof lantern). The three bedroom bungalow measures 16.69 metres wide by 9.7 metres deep at its widest and 5.5 metres to the highest part of the roof. The proposal includes full details which show that there is no accommodation proposed in the roof space of the dwellings.

Also proposed is a garage block at the eastern end of the site. The garage, which would have three garage doors, would measure 8.5 metres by 15 metres and 4.94 metres to the top of the roof. All three buildings are indicated to have stonework and/or brickwork walls and slate effect tiles on the roof. The access to the garage is proposed to be defined by a 1 metre high boundary wall with access gates set back 6 metres from the public highway.

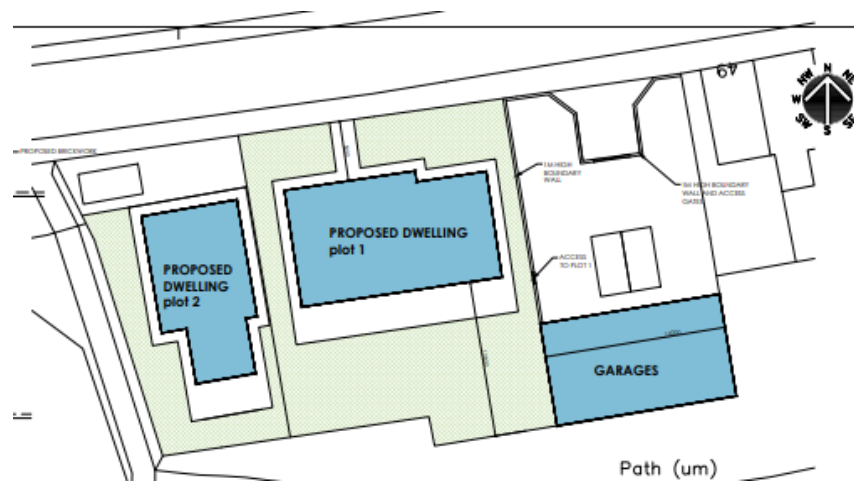
The proposed three bed bungalow on plot one is 19.03 metres from the side elevation of the end terrace 49 Pitt Street. The proposed garage is 10.4 metres from the rear elevation of 49 Pitt Street.

The application indicates that the proposal is self-build and a self-build proforma has been submitted indicating that the proposal is for a father and son; and the applicant has indicated verbally that the garage will be used for purposes incidental to the two bungalows and not for any commercial business.

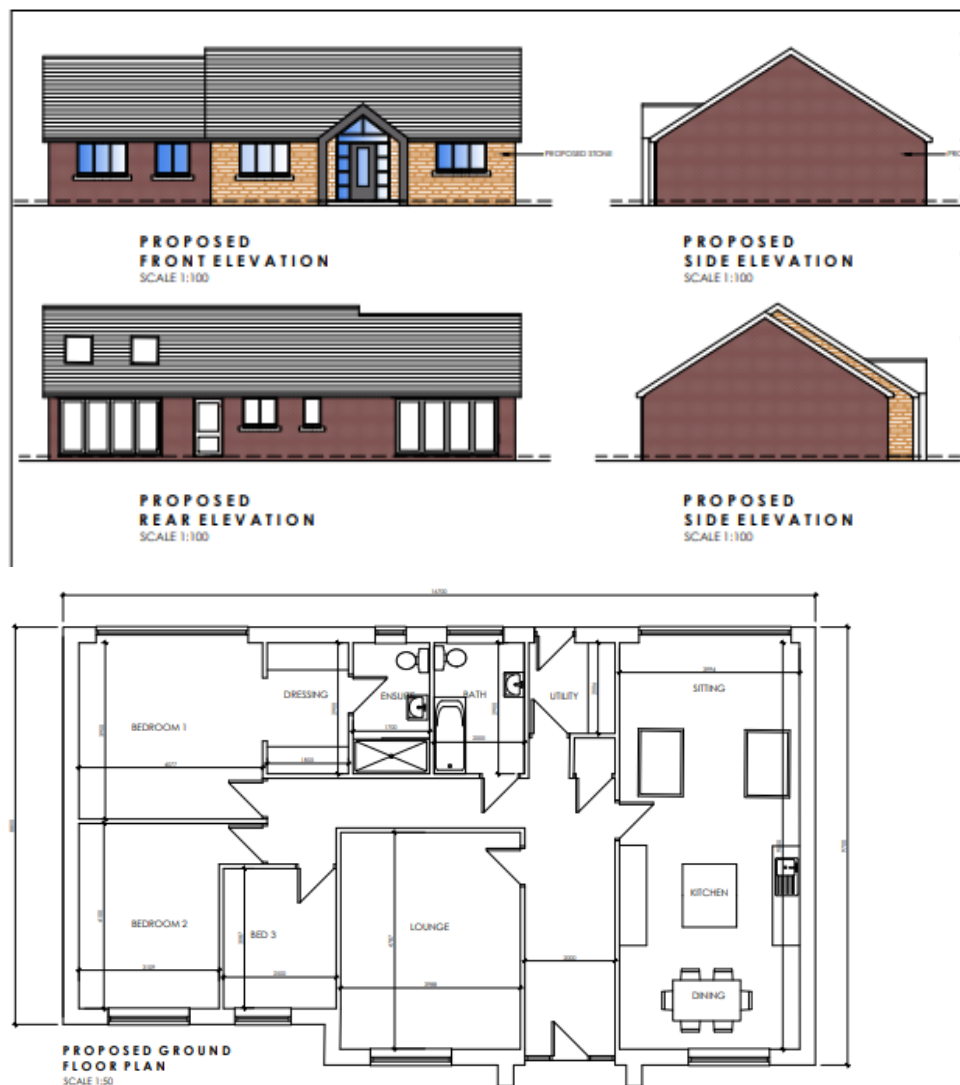
The site area is 0.1296ha and the application is supported by an Arboricultural Report.

The application has been amended in response to comments from the Highway Engineer to include appropriate access arrangements to the garages.

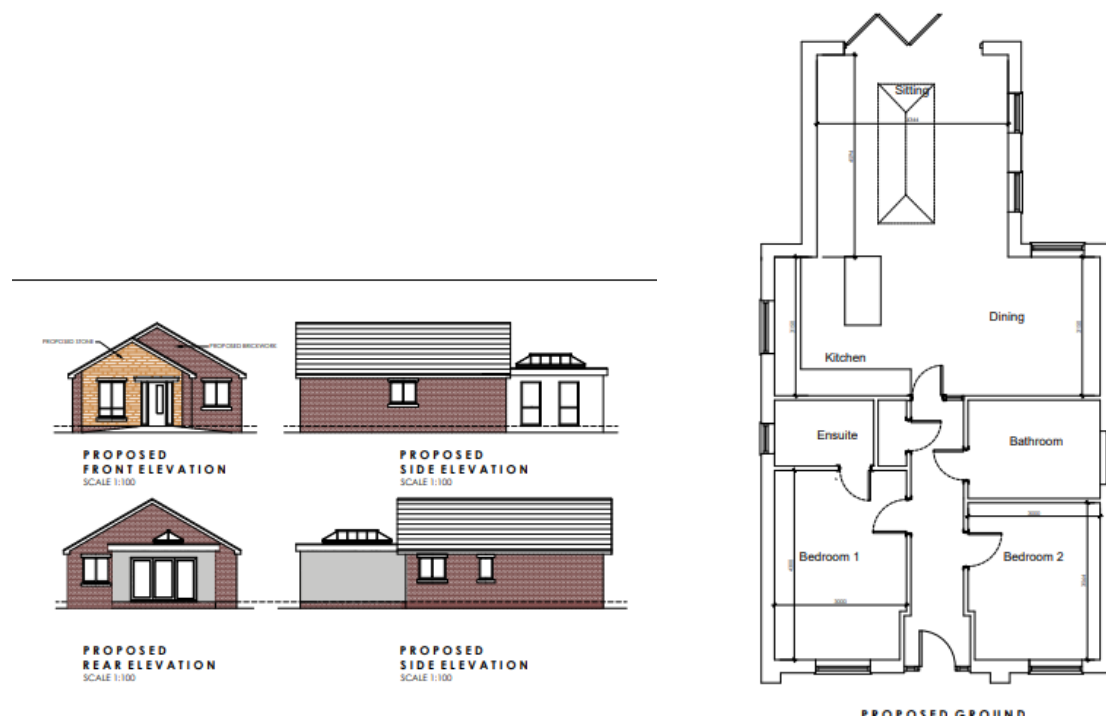
Proposed layout plan



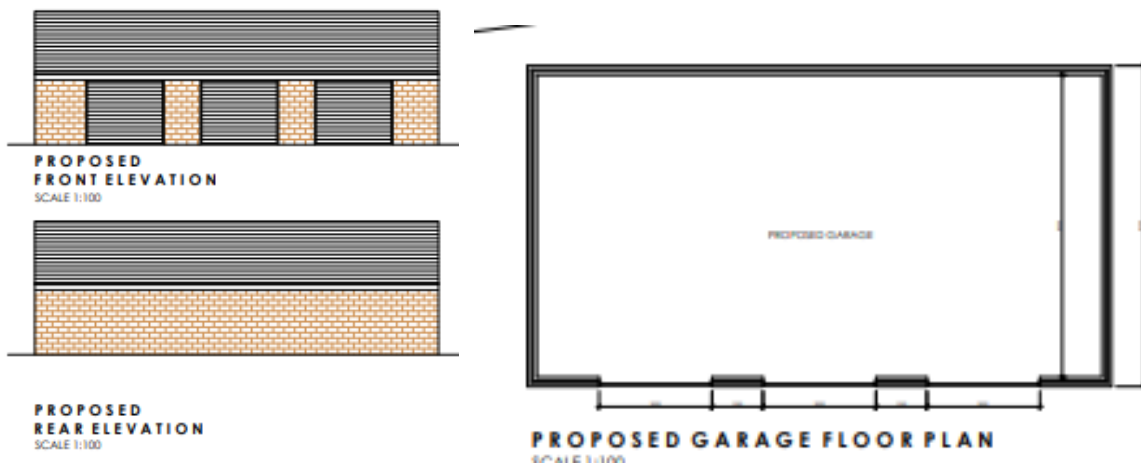
Proposed three bed bungalow



Proposed two bed bungalow



Proposed garage block



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

The Local Plan was adopted by the Council in January 2019. Council has also adopted a series of Supplementary Planning Documents which are other material considerations.

The Local Plan review was approved at the full Council meeting held 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 it.

The site is in an area designated as Green Belt on the Local Plan Proposals Maps reflecting the existing built-up character. The following policies are relevant:

Policy SD1 Presumption in favour of Sustainable Development – indicates that we will take a positive approach reflecting the presumption in favour of sustainable development in the National Planning Policy Framework and that we will work proactively with applicants to find solutions to secure development that improves the economic, social and environmental conditions in the area

Policy GD1 General Development – sets a range of criteria to be applied to all proposals for development.

Policy H4 – Residential Development on Small Non-allocated Sites – proposals for residential development on sites below 0.4ha will be allowed where the proposal complies with other relevant Plan policies.

Policy H6 – Housing Mix and Efficient Use of Land – Sets a range of criteria relating to housing mix and density that will be applied to housing proposals.

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 of cycles. Also sets criteria in relations to minimum levels of parking; provision of transport statements and of travel plan statements.

Policy T4 New development and Transport Safety – expects new development to be designed and built to provide safe secure and convenient access and to not cause or add to problems of highway safety or efficiency.

Policy D1 High Quality Design and Place Making – indicates that development is expected to be of high quality design and to reflect the distinctive, local character and features of Barnsley.

Policy BIO1 Biodiversity and Geodiversity - Indicates that development will be expected to conserve and enhance the biodiversity and geodiversity features of the borough, and that harmful development will not be permitted unless effective mitigation and/or compensatory measures can be ensured.

Policy Poll1 Pollution Control and Protection – sets criteria to ensure that new development does not unacceptably affect or cause nuisance to the natural and built environment or to people; or suffer from unacceptable levels of pollution.

Adopted Supplementary Planning Documents

Trees and Hedgerows
Biodiversity and Geodiversity
Parking

Other

South Yorkshire Residential Design Guide

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. Relevant sections include:

Para 153 – Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances

Para 154 – Development in the Green Belt is inappropriate unless one of the following exceptions applies (including)

- Limited infilling or the partial or complete redevelopment of previously developed land which would not cause substantial harm to the openness of the Green Belt.

Para 155 – Development of homes in the Green Belt should also not be regarded as inappropriate where the development would use grey belt and not fundamentally the purposes of the remaining Green Belt; there is demonstrable need for the development proposed; the development would be in a sustainable location; and where major housing development is proposed it meets the Golden Rules set out in para 156-7

Consultations

Highways DC – Amended plans are acceptable subject to conditions and informatives

Forestry Officer – No objections subject to condition

Pollution control – No objections subject to condition

Public rights of way – No objection subject to informative

Drainage – No objection subject to condition.

Ward Councillors – No response

Representations

The application has been advertised by means of letters to nearby properties and a site notice (4 - 25 September); no representations have been received.

Assessment

The main issues for consideration are

- The principle of development in this Green Belt location
- The design of the development
- The impact on residential amenity
- The impact on highway safety
- 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 principle of development has previously been accepted on this site at a time when there was a commercial garage on the site, but those permissions are now expired and have little or no weight as material planning considerations.

The application site has a designation of Green Belt in the Local Plan where national planning policy indicates that development on Grey Belt may be not inappropriate. The application site is considered to meet the criteria for Grey Belt as it is previously developed land, and the site is within a wider area of land which the Arup Green Belt Review (prepared as evidence base for the adopted Local Plan) considered did not contribute strongly towards the relevant Green Belt purposes. The site meets the criteria at NPPF para 155. The site is considered to be Grey Belt. The development would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan. There is a demonstrable unmet need for the type of development proposed as the Council lacks a five year housing land supply. The development would be in a sustainable location as it is immediately adjacent to the settlement of Darfield and opposite a recently completed Local Plan residential housing allocation.

The principle of development is acceptable subject to consideration of details.

Visual Amenity/Design including trees

The site is hard surfaced and has a variety of boundary treatments and overall adds little to the visual amenity of the street scene. The nearest properties are two storey terraced (adjacent to the east) and semi-detached and detached to the north, on the opposite side of Pitt Street. The proposed bungalows are located on the edge of the settlement where a more modest development size and density is considered appropriate. They are also separated from the nearest two storey dwellings by the forecourt to the proposed garage block and Pitt Street. It is considered that the proposed bungalows and garage block would appear as an appropriate form of development in the street scene, subject to appropriate landscaping to be secured by condition, which would also mitigate for loss of any trees on the site which may have occurred before the applicant acquired the site.

The proposed development is considered to be sited an acceptable distance from the off-site trees which will be protected during construction by the existing boundary treatment.

Subject to conditions requiring details of the proposed facing and roofing materials to be agreed and implemented; and requiring details of hard and soft landscaping to be agreed and implemented, it is considered that the design and impact on visual amenity are acceptable in this setting and in compliance with Local Plan Policy D1. This weighs moderately in favour of the proposal.

Residential amenity

The proposed residential development of the site will ensure that the previous commercial garage and car parking uses of the site cannot be resumed. The proposed bungalows are considered to be located in an acceptable relationship to the dwellings opposite and to the east. The garage is located 10.4 metres from the rear elevation of the adjacent terraced house, but in a staggered relationship and with no overlooking windows in the garage this relationship is considered acceptable. The terraced house has no windows in the gable wall facing the proposed bungalows and this relationship is also considered to be acceptable. The design of the proposed bungalows and their gardens meets the standards set in the Design of Housing SPD and the South Yorkshire Residential Design Guide. Conditions are recommended to ensure that the garage block is not used for any commercial purpose and to restrict the hours of construction in the interests of the amenities of local residents. Overall, it is considered that the proposal is in accordance with Local Plan Policies GD1, D1 and Poll1 and this weighs moderately in favour of the proposal.

Highways safety

The application has been amended to reflect the comments from the highways officer about the access to the proposed garages. The amended drawings are acceptable and confirm that safe means of access will be secured to both bungalows and the proposed garages, which will also have an adequate level of parking. The proposals are therefore considered acceptable from a highways safety perspective and in compliance with Local Plan Policy T3. This weighs moderately in favour of the application

Biodiversity Considerations

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 an exemption set out in the PPG is 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.

Notwithstanding this, the standard biodiversity policy included in the Local Plan is 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 weigh moderately in favour of the application.

Other

As there is a public right of way running alongside the western boundary of the site, Public Right of Way have recommended an informative to indicate that this should remain safely open and available for the public at all times

To ensure the appropriate drainage of the site a pre-commencement condition is recommended in line with the advice of the Council's drainage

Conclusion

The principle of residential development is accepted, and the proposal is considered acceptable in visual and residential amenity, highway safety, biodiversity and all other terms. The positive aspects of the proposal are not outweighed by any material planning considerations and the proposal is therefore recommended for approval.

Recommendation

Grant subject to conditions