
2022/0499

Applicant: Mr D O'Donnell

Removal of workshop/store and erection of 1 no. detached dormer bungalow and associated works

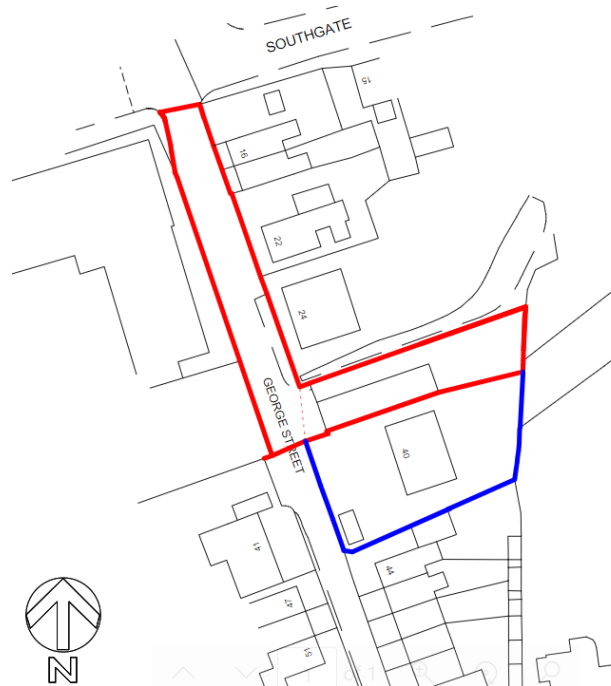
40 George Street, Hoyland, Barnsley, S74 9AE

Site Description

The application site is in relation to piece of land on George Street in Hoyland, just to the South of Hoyland Town Centre, accessed off Southgate. Hoyland is one of the principal towns within the Borough of Barnsley with Southgate the Southern section of the one-way system which goes through the centre of Hoyland. George Street is an unadopted, private road which has fallen in a poor surfacing state with numerous potholes. The street has a North to South slope and is comprised entirely of residential properties with a variety of different dwelling types, structures and external materials. Walderslade Surgery (Doctors) visible to the West of the Street, somewhat overlooking onto the properties to the North.

The site itself is rectangular in shape measuring approximately 330sqm and currently contains a timber storage/workshop building. The applicant owns the dwelling to the South (no. 40).

Existing Location Plan



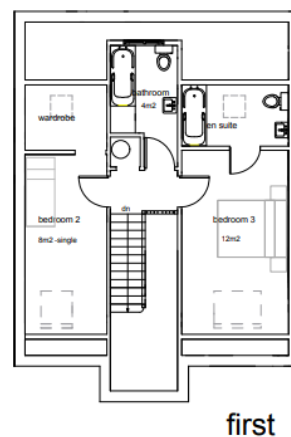


Relevant Site History

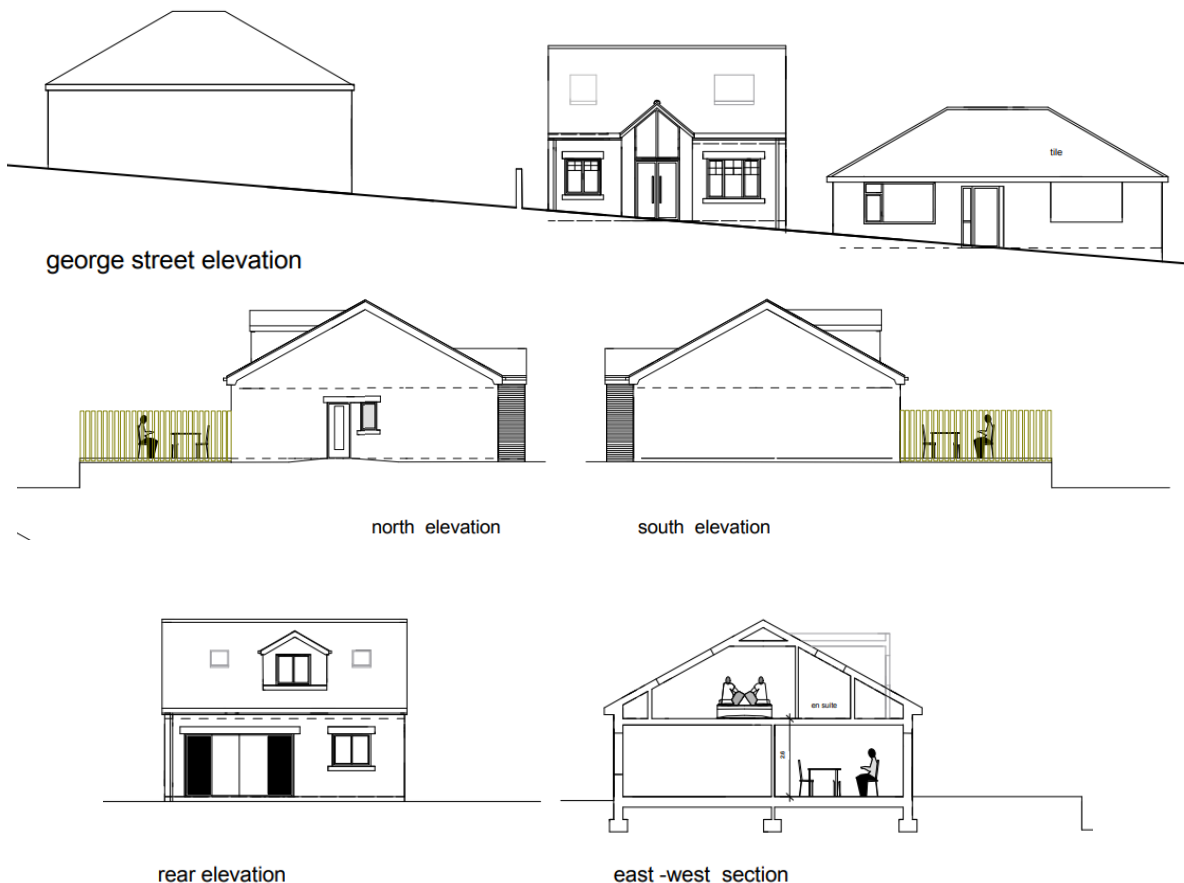
B/83/1255/HN – Use of unused building for storage of tined and pre-packed food (Historic)

Proposed Development

The applicant is seeking approval for the demolition of the existing storage/workshop building and the erection of a detached dormer bungalow with associated parking and landscaping. The dwelling is rectangular in shape measuring 10m in length (front to rear) and 8m in width, with a pitched roof dormer on the rear roof slope and a front porch with glazing. To the front of the dwelling is a small grassed/landscaping area and 2 x parking spaces, slightly to the Southern side of the dwelling.



first



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 (adopted January 2019), alongside the Joint Waste Plan and relevant neighbourhood plans, form the statutory development plan for Barnsley. It establishes policies and proposals for the development and use of land up to the year 2033 and will be used when considering planning applications and to coordinate investment decisions that affect the towns, villages and countryside of Barnsley. The Local Plan supersedes the remaining saved policies from the Unitary Development Plan (adopted in the year 2000) and the Core Strategy (adopted in 2011).

Local Plan

In reference to this application, the following policies are relevant:

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.

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.

T3: New Development and Sustainable Travel – New Development will be expected to:

- Be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists.
- Provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people set out in the relevant Supplementary Planning Document.

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.

Poll1: Pollution Control – 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. Developers will be expected to minimise the effects of any possible pollution and provide mitigation measures where appropriate.

Supplementary Planning Documents

- Design of housing development
- 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.

In respect of this application, the policies above are considered to reflect the 4th Core Principle in the NPPF, 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'.

Other material considerations

South Yorkshire Residential Design Guide - 2011

Consultations

Highways DC – The proposal seeks to develop an area of land adjacent no.40 George Street which is currently occupied by a wooden store/workshop. The plot is accessed via George Street which is an unadopted road served off Southgate, close to Hoyland centre. This shared unadopted and generally unmade access road already serves around 16 properties and is deficient in terms of width, footway provision, surfacing and drainage. However, despite these shortcomings and as per discussions during the Pre-application stage (2022/ENQ/00061), the site has the realistic potential to be used more intensively under its existing permitted use. With this in mind, seeing the site redeveloped for one dwelling would on balance be preferable; the number and type of vehicular movements associated with the use of the site for one dwelling would be a better prospect from a highways impact/safety point of view than seeing an increase in vehicular activity associated with a commercial use. With regard to the proposed layout, adequate off-street parking provision has been incorporated along with the required 2m x 2m pedestrian visibility splays. Because George Street is substandard for the aforementioned reasons, it was my understanding that the intention was to resurface the road from the site to the public highway. I cannot see any mention of the improvement works on the submitted information. This would of course be a welcome improvement.

Drainage – No objections.

Ward Councillors – No comments

Representations

Neighbour consultation letters were sent to neighbouring residents with a site notice placed nearby; no representations were received.

Assessment

Principle of Development

The application site is located in the Urban Fabric in what is largely a residential area that is designed as Urban Fabric in the Local Plan. 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 land allocated as Urban Fabric is generally seen as acceptable where these planning factors satisfy the requirements of the visual and residential amenity section below.

The Local Plan has Policy H9 which restricts development in the curtilage of Existing Larger Homes (4+ bedrooms). The applicant owns the dwelling to the immediate South but there is a clear separation to the site and the site is clearly not used for residential purposes as part of the neighbouring dwelling. It is therefore not considered that Policy H9 is relevant to this particular case.

Residential Amenity

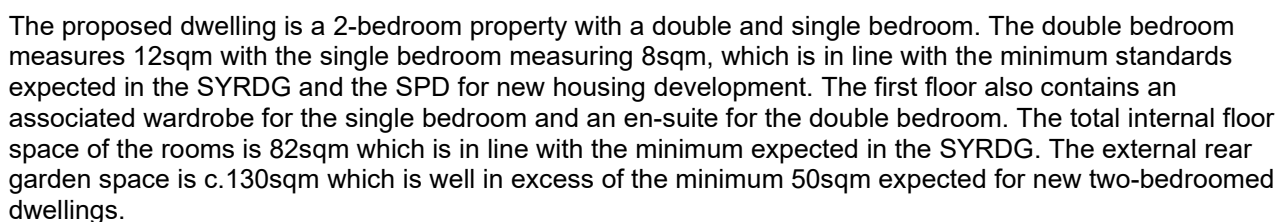
The proposed dwelling is effectively an infill plot on what is an average sized, but narrow plot between two detached bungalows. The plot width is 9m with the proposed dwelling measuring 8m in width. The proposed dwelling is situated 1.5m from the side elevation of the neighbouring property to the South (no. 40 George Street) and 6.5m to the property to the North (no. 24 George Street). Despite the close proximity to no. 40 to the South, no part of the dwelling falls within the 45-degree angle drawn from the mid-point of the nearest habitable room window on the front elevation. This is generally a test which indicates whether the proposed building will have an overbearing impact on the neighbouring property. The dwelling also effectively replaces the existing building on site which is closer to the road. For comparison, the front elevation of the dwelling is 10m from the road whereas the existing building is 3.5m from the road. This would arguably therefore reduce the impact on no. 40, offering a greater sense of outlook from the neighbouring frontage.

The dwelling is set to the immediate South of the neighbouring property to the North (no. 24) and new buildings generally have a greater overshadowing impact to neighbouring properties when they are situated to the South. There is a separation distance retained of 6.5m and the site is at a lower level than no 24, with the Southern side elevation of this property only containing a small non-habitable room window. As such, the main overshadowing impact will really be on the side elevation of no. 24 which does not contain any habitable rooms. It should also be noted that the proposed dwelling will also likely lead to a greater overshadowing impact on no. 24's rear garden but the street scene drawing clearly indicates that the dwelling will be at a lower level than the neighbouring garden area. Given there is a 6.5m separation, this impact will not be severe and could be further mitigated by appropriate boundary treatments. Whilst the dwelling is set to the South of no. 24, the impact on residential amenity is therefore considered to be acceptable.

There is also a recent planning approval situated to the immediate (North-East) of the site for a new detached bungalow. The bungalow is nearing completion at the time of writing (July 2022). The new dwelling is in close proximity to the proposed dwelling and somewhat faces onto its rear garden at a close distance – measuring 6m from the new dwelling's rear elevation to the respective rear boundary line. However, there is a significant drop in levels from the new dwelling and the proposed garden area and the potential overlooking could also be mitigated by appropriate boundary treatment. The new dwelling is also single storey which reduces this impact.

The separation distance between the closest habitable room window of the proposed dwelling (kitchen) is to the mid-point of the habitable room window of the new dwelling is c.12.5m. This is much closer than the minimum 21m expected separation distance between habitable room windows, but these do not face directly onto each other with an angle of c.40 degrees – see plan below. Both of these windows are on the ground floor with the proposed and new dwelling being bungalows. There is also the aforementioned level difference between the two properties and it is felt that privacy between the two dwellings can be reasonably controlled with suitable boundary treatments – which will be confirmed by the developer at a later date.

The proposed rear roof slope contains a pitched roof dormer which may have had an overlooking impact on the new dwelling to the North-East but the floor plans show that this will be used for a bathroom and a condition will be attached to ensure that it is obscure glazed. The 2 x rooflights on the rear roof slope also serve non-habitable rooms (wardrobe and en-suite).



The proposed development is considered to be in compliance with Local Plan Policy GD1: General Development and SPD for Design of Housing Development and is acceptable in terms of residential amenity.

The general design principles of the dwelling are largely in keeping with the surrounding area, which is entirely residential with exception of the roof design which is different to the properties either side as it features a standard pitched roof rather than a hipped roof. However, the street scene in general is fairly diverse with different dwelling types, structures and external materials. There is a small landscaping/grassed area to the front with 2 parking spaces which are situated in the front garden but slightly to the side with a front porch proposed providing depth to the front. The proposed external layout with the landscaping scheme and parking slightly to the side will ensure that the frontage of the dwelling will not be dominated by hard surfacing and parked cars. The external materials proposed are unclear, but the agent has been advised at pre-application stage that stone or red brick would be suitable. These details will be confirmed and agreed by the LPA upon commencement and will be covered by a planning condition.

George Street has a North to South slope and the agent has supplied a street scene drawing which shows that the proposed dwelling will be at a height which is at/around the mid-point between the roof ridge of the neighbouring properties on either side. Part of the pre-application advice given to the agent, the dwelling has been reduced slightly (100mm) to ensure that the sloped relationship of George Street is maintained, and this

mid-point is met. A levels plan including finished floor levels will be required which ensures that the sloped relationship is retained.

All things considered, the proposed development is considered to be meet the requirements of SPD: Design of Housing Development and Local Plan Policy D1 in that it respects the original character of George Street whilst the fenestration details to the frontage adds depth with a small landscaping scheme in the frontage. Subject to appropriate conditions outlined above, the proposed development is considered to be acceptable in terms of visual amenity.

Highways

George Street is a cul-de-sac which is solely accessed via Southgate which is one of the main through roads in Hoyland Town Centre and makes up the Southern side of the one-way system. George Street is an unadopted private road which is a poor state with numerous potholes. The agent submitted a pre-application enquiry (2022/ENQ/00061) in which Highways were consulted and initially objected to the proposal based on the intensification of the site in relation to the poor access/surfacing. This was understood by the LPA, but it is considered that there is a reasonable fallback position in this case given that the site is currently being used as a commercial storage/workshop building for the applicant's business (demolition). The site visit showed that the building does not appear to currently be used regularly and was locked and secured. But in the opinion of the LPA, there is the fallback position in that the building's approved use could be intensified by either the applicant or if the site is sold to another business. Indeed, there is planning history on the site for a very similar use to the existing (B/83/1255/HN) for '*use of unused building for storage of tinned and pre-packed food*'. There is therefore the clear possibility George Street could be used by HGVs or light delivery vehicles with little control by the planning or highways authority.

The poor state of the road was discussed at length with the agent and applicant at pre-application stage and the agent agreed, should an approval be granted, to resurface the part of George Street leading to the site and in front of the site, which falls in the red line boundary of the site. Whilst it is not an ideal situation with the being intensified from the existing use, the potential harm caused is considered to be outweighed by the benefits in resurfacing the road which will benefit all of the residents of George Street. Highways have therefore not objected to the principle of the development on these grounds and the wording of a condition has been agreed to. This will be worded for the developer to submit plans and full specifications of the resurfacing works prior to development commencing and for these works to occur before the dwelling is occupied.

The proposed site plan shows 2 x parking spaces to the front which meet local standards in terms of dimensions with appropriate visibility. This is in line with the Council's SPD for Parking and Local Plan Policy T4 and a condition will be attached to ensure that the parking area will be hard surfaced rather than surfaced in a loose material/gravel.

The proposed development is considered acceptable in terms of highways safety.

Sustainable Travel

The Council has adopted the Sustainable Travel SPD which requires all new residential developments/units to contain at least one EV charging point. No indication has been provided by the agent which indicates that the development will include this, but the LPA has a standard pre-commencement condition which requires the developer to submit such details and for the LPA to approve. The condition will be attached to any forthcoming decision notice for this application.

Drainage

Colleagues in Drainage have been consulted on the proposal and have not raised any objection to the proposal. Standard relevant conditions in regard to drainage shall be attached to any forthcoming decision notice.

Recommendation

Approve subject to conditions