



PROPOSED DEVELOPMENT AT:

WARMSWORTH STONE
CLAYTON LANE
THURNSCOE
SOUTH YORKSHIRE
S63 0BG

APPLICATION TO VARY CONDITIONS : - 2 and 18
(PLANNING APPROVAL REF: 2008/1825)

2 : MINOR VARIATION TO APPROVED HOUSETYPES

Planning Condition 2

The development hereby approved shall be carried out strictly in accordance with the plans and specifications as approved unless prior written consent is given by the Local Planning Authority to any minor variation:-

Site Location Plan 1:1250

Drawing no. 2007 107 33H - site and ground floor plans

Drawing no. 2007 107 56 – proposed housetype 1

Drawing no. 2007 107 35D – proposed housetype A1

Drawing no. 2007 107 38D – proposed housetype B1

Drawing no. 2007 107 39E – proposed housetype B2

Drawing no. 2007 107 40C – proposed housetype B3

Drawing no. 2007 107 50B – proposed housetype E1

Drawing no. 2007 107 51B – proposed housetype F1

Drawing no. 2007 107 53B – proposed housetype H1

Drawing no. 2007 107 54 – proposed housetype H2

Drawing no. LL01 Rev B Landscaping Proposals

REASON: IN THE INTERESTS OF THE VISUAL AMENITIES OF THE LOCALITY AND IN ACCORDANCE WITH CORE STRATEGY POLICY CSP29 “DESIGN.”

EVALUATION

Barnsley Metropolitan Borough Council's Core Strategy and SHLAA 2013 support the need for additional executive housing within the Barnsley area.

Housing Land Availability Study – Volume B (Appendices Assessment)

Our Clients market research indicates a large number of 2 & 3 bedroom semi-detached houses, Approximately 125, both new build and previously owned are currently on the open market in the Thurnscoe, Great Houghton and Goldthorpe areas.

In comparison, there are only 12 4+ bedroom houses available on the open market in the same area.

There is an established need for detached 3-4 bedroom properties within the wider Barnsley area.

The approved scheme of 24 were granted planning permission in August 2013, however the Application and design were submitted in July 2008; nine years ago.

Since the original scheme was proposed there has been significant change in markets, the suitability for a development of this nature has been significantly reduced. The site layout was more in keeping with an urban location, at odds with the geographic position of the site.

The design of the properties, some with underground parking would not be affordable in the current market.

The location of site lends itself to a more exclusive development of detached properties, constructed as previously approved in local natural stone walling and slate or clay pantile roof.

The approved landscaping of the site will remain as previously approved allowing the development to provide a quality of place without detracting from the natural environment.

The site is located away from the main village of Thurnscoe, at approximately 2.4 miles to the centre. The closer village of Clayton is approximately 1.2 miles away, in a comparable rural setting.

Given the Local Authority's identified need and the current open market comparisons, it can be reasoned the substitution of housetypes would be suitable, beneficial and provide a positive impact on the housing market in the area.

The proposed dwellings are more in keeping with properties in this area and would enhance the rural character of the development, allowing it to reflect local forms and materials.

18: VARIATION OF SIGHTLINE REQUIREMENTS

Planning Condition 18

Sightlines, having the dimensions 2.4m x 215m, shall be safeguarded at the junction of the site with Clayton Lane, such that there is no obstruction to visibility at a height exceeding 1.05m above the nearside channel level of the adjacent highway.

REASON: IN THE INTEREST OF HIGHWAY SAFETY.

EVALUATION

EXISTING APPROVED SCHEME

The approved layout establishes the visibility to the access with Clayton Lane at 2.4m wide and 215m in length with a height at 1.05m.

This is in accordance with Highway regulations where a carriageway has a 60mph speed limit, which is in force along the length of the site boundary with Clayton Lane.

PROPOSED ACCESS AND VISIBILITY SPLAYS

Our Clients have applied for a Traffic Regulation Order to extend the 40mph speed limit by 250m beyond the site entrance. This has the effect of reducing proposed development sightlines requirements to 2.4m x 120m.

The reduction in the vision splay will greatly reduce the impact on surroundings and whilst still entailing the removal of hedge to north of site entrance, it does mean the new native species hedge will run alongside the Highway, rather than set back a considerable distance.