
2020/1381

Mr M Bailey

Outline application for residential development of 1no, bungalow and associated works with access and layout being considered at this stage

Land adjacent 137 High Street, Great Houghton, Barnsley

Description

The site is located to the north of Great Houghton, at the edge of the settlement. It is a broadly regular shaped site with direct access from High Street. There is a bungalow located adjacent to the site with a second access route running around the rear of this property. To the north and east are open fields.

The site is relatively flat and is currently utilised as a haulage and storage yard. There are a number of storage containers on site as well as some external storage piles and parked vehicles. The site is surrounded by a high fence with barbed wire along the top.

Proposed Development

The application is in outline with access and layout included. The proposed plan shows 1 dwelling, accessed direct from High Street to the northern side of the site.

There is parking and a detached garage, located behind the dwelling. Beyond this is a large rear garden. The dwelling is orientated to face High Street to the east of the site.

The application states that all the property will be a bungalow, although scale is not included as a matter for consideration in this application.

Planning History

There is a varied planning history for the site, the most relevant applications being:

86/0589 – Refurbishment of existing Petrol Filling Station – Approved

2010/0675 – Erection of Bungalow – Refused

2010/0945 Certificate of Lawfulness – Use of site as a contractor's yard consisting of the operation of 2 HGV lorries, the repair of plant and HGV lorries in the workshop and storage of plant and the temporary site office on the area of land to the north of 137 High Street – Granted

2019/0366 - Residential development of 4 no. bungalows (Outline with all matters reserved apart from access and layout) – refused and appeal dismissed

Policy Context

The new Local Plan was adopted at the full Council meeting held 3rd January 2019 after it was found to be sound by the appointed Planning Inspector following the examination process. This means that it now takes on full weight for decision making process in planning law terms as the development plan for the Borough, superseding the remaining saved policies from the Unitary Development Plan (adopted in the year 2000) and the Core Strategy (adopted in 2011).

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.

The majority of the site is located in the Green Belt where Local Plan Policy GB1 restricts development in accordance with National Planning Policy. Other relevant policies are:

Policy GD1 'General Development'
Policy H1 'The Number of New Homes to be Built'
Policy H2 'Distribution of New Homes'
H4 'Residential development on small non-allocated sites'
H6 'Housing Mix and the Efficient Use of Land'
T4 'New development and Transport Safety'
BIO1 'Biodiversity and Geodiversity'
CC3 'Flood Risk'
CC4 'Sustainable Drainage Systems'
CL1 'Contaminated Land'
Poll 1 'Pollution Control and Protection'
D1 'Design'

Supplementary Planning Documents

Design of Housing Development
Parking

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.

Consultations

Biodiversity – No comments received, but there were no objections to the previous proposed subject to conditions including retention of the hedgerow on the northern boundary being retained and improved.

Contaminated Land – No comments

Drainage – No objections subject to conditions

Highways DC – No comments received on the revised layout but there were no objections subject to conditions and the footpath being relocated to the south side of the access.

Ward Councillors – No comments received

Pollution Control – No objections

Yorkshire Water – No objections subject to conditions

Parish Council – No comments received.

Representations

The application was advertised through neighbour letters and site notices, no comments have been received.

Assessment

Principle of development

The site is located in the Green Belt where Local Plan Policy confirms development will be assessed in accordance with the National Planning Policy Framework (NPPF). Section 13 of the NPPF confirms that the construction of new buildings in the Green Belt is inappropriate development in the Green Belt and is by definition harmful. Exceptions include the partial or complete redevelopment of previously developed land which would not have a greater impact on the openness of the Green Belt than the existing development.

The proposed is to redevelop a haulage and plant yard. The use of the site was established in 2010 as lawful based on it being carried out uninterrupted for 10 plus years. Prior to this, part of the site was a petrol station. It is therefore accepted that this site is previously developed land in the Green Belt.

There is no currently identified need for affordable housing in the area nor has the applicant indicated a willingness to deliver the site as 100% affordable housing. Therefore, the application cannot be a rural exception site.

The impact on openness is more finely balanced. This is a resubmission and the applicant initially tried to address some of the issues by reducing the amount of development proposed to 2 dwellings (from 4). However, as the current site has little in the way of permanent buildings or structures located on it this impact on openness remains greater. This view is supported by the recent appeal decision where the Inspector concluded that the physical development on site currently is either none intrusive or transient in nature, having a limited impact on openness. The applicant has therefore reduced the number of dwellings further, down to 1 and as this is a small bungalow the overall impact is now in line with the existing haulage yard. The property will have a large rear garden but reducing this would leave an area of haulage yard with no access or apparent use which would not be desirable. A condition removing permitted development rights will reduce the potential for larger outbuildings or extensions in the future, protecting the openness of the green belt.

The applicant has also sought to provide some evidence of economic benefits in relation to the haulage business itself, and excavations, plant hire and groundworks company. However, this has been inconclusive and regardless, with the reduced scale of the scheme, is no longer required to demonstrate very special circumstances.

Taking account of all the above the proposed, as amended, complies with the NPPF and Local Plan Policy GB1 having no greater impact on openness than the existing development on the site. It is, therefore, acceptable under the exceptions at paragraph 145 of the NPPF.

Visual Amenity

The proposed application is in outline with only access and layout being assessed; therefore issues of visual amenity are limited at this stage. There is arguably some benefit associated with redeveloping the site for residential, given the site is in a predominantly residential area but currently in use as a haulage yard with various vehicles and equipment stored on it.

On this basis there is no conflict with Local Plan Policy D1 and the accompanying SPD Design of Housing Development.

Residential Amenity

Fieldsend House and 137 High Street are the most affected properties. 137 is to the side of the proposed development and has no windows in the side elevations whilst Fieldsend House is to the rear but set to one side with no issues of overlooking occurring. The impact on residential amenity for the existing occupiers is acceptable and arguably an improvement with the removal of the haulage business.

The new dwelling has a large rear garden and subject to the internal layout providing enough living space (to be agreed at detailed design stage) it is acceptable in terms of residential amenity.

The proposed therefore complies with Local Plan Policy D1 and the accompanying SPD Design of Housing Development.

Highway Safety

The site benefits from an existing access which is located adjacent to a speed limit change, reducing from 60mph to 30mph. The site plan does not show the achievable visibility splays but having assessed this, it is confirmed that the minimum requirement of 2.4m x 43m can be achieved to the south of the site and 215m can be achieved to the north, albeit crossing third party land. Whilst typically a clear 215m should be available on a road subject to a 60mph speed limit, due to the change of limit, approaching vehicles will likely be at a much reduced speed in order to meet the required 30mph limit and a visibility splay of 150m can be achieved without crossing third party land.

It is noted that the applicant proposes a footway abutting the northern boundary of the site however the footway serves no purpose on that side given that existing pedestrian access comes from the south and any pedestrian provision within the site is served from the southern side and not to the northern side. This has been amended.

Therefore, there are no objections to the proposal in respect of Local plan Policy T4.

Recommendation

Approve with conditions.