

Application Reference: 2024/1020

Site Address: Church of Our Lady of Perpetual Succour, Station Road, Bolton Upon Dearne, Rotherham, S63 8AD

Introduction:

This is a reserved matters application for demolition of existing church and development of 6 dwellings (with consideration of matters of appearance, access, landscaping, layout and scale at this stage) in connection with outline application 2022/0272.

Relevant Site Characteristics

The existing site comprises of the former Church of our lady of Perpetual Succour which is a one and a half storey building with dormer window to the side. The existing site is a large site consisting of the Church Building and surrounding land and outbuildings. The existing building appears to require refurbishment. The site currently has 3 accesses, 2 off Station Road and 1 off Priory Road.

The surrounding land is residential and the properties are a mix of ages and appearance, with semi detached dwellings set to the east and west of the site off Station Road, and semi detached dwellings set to the rear off Priory Road.

The property does not appear to have been used as a church for some time and has more recently been used as a shop with residential accommodation, however signage at the building indicates that the building was once used as an aerial shop.

Site History

Application Reference	Description	Status (Approved/Refused)
2022/0272	Outline application for demolition of existing church and development of 6 dwellings (All Matters Reserved)	Approved with conditions

Proposed Works

This is a reserved matters application for demolition of existing church and development of 6 dwellings (with consideration of matters of appearance, access, landscaping, layout and scale at this stage) in connection with outline application 2022/0272.

The 6 dwellings proposed are a mix of 2 different house types. Plots 1-4 are house type 1a set facing Station Road and plots 5 and 6 are house type 1b facing Priory Road. The properties are designed as 3 bed units, of 2.5 storeys (with a room within the roofspace with rooflights). The main living accommodation is on ground floor with the bedrooms and bathrooms on the

first and second floors. The dwellings have been designed with pitched rooflines and a mix of render and brick detailing. The properties have private rear garden areas and front gardens with bin and cycle storage.

In terms of site layout, the dwellings are arranged in line with the existing building lines on Priory Road and Station Road, which results in the parking (2 spaces per unit) being situated in a courtyard and screened within the site.

The plans have been amended during the course of the application to include further parking spaces within the inner courtyard and an improved internal layout at the request of the Highways Officer. This has resulted in amendments to the garden boundaries and a reduction in these areas, and the addition of a small shared children's play area to provide further shared amenity space. The agent has confirmed that in terms of the play area, this would be managed and dealt with via a management charge to the tenants / owners.



General Notes

1. Through colour render. Colour: white or off-white (TBC)
2. Brick: red roof
3. Gray: red roof
4. Dark brown and white course detailing to window panes
5. (Render) Gills
6. Render: cream
7. PFC aluminium frame and window colour: TBC
8. PFC aluminium frame colour: TBC
9. Composite front door with side window
10. PVC Panels

Elevation Key

1. Through colour render. Colour: white or off-white (TBC)
2. Brick: red roof
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4. Dark brown and white course detailing to window panes
5. (Render) Gills
6. Render: cream
7. PFC aluminium frame and window colour: TBC
8. PFC aluminium frame colour: TBC
9. Composite front door with side window
10. PVC Panels

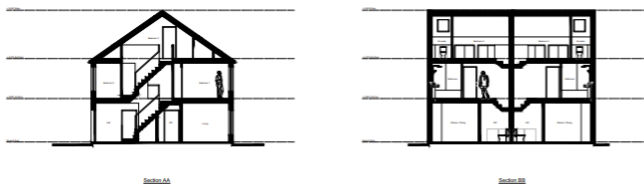
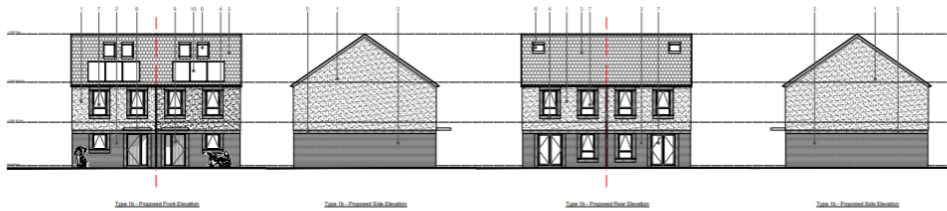
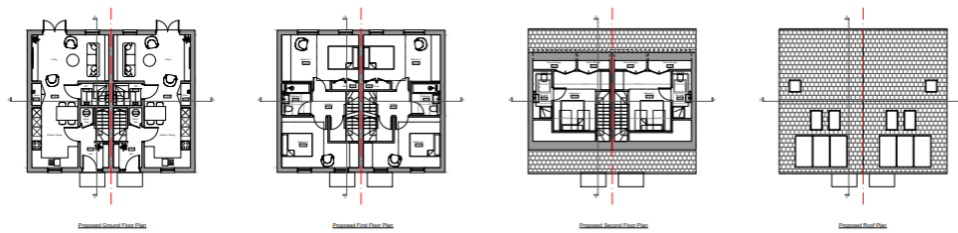
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Plot:
Priory Road

Proposed House Type 1a - Plots 1, 2, 3, 4
Left and Right Hand

Eagle Properties & Development Ltd.

TE	Date
14/10/24	
1: 100	24-019
AL-20-201	
Planning	



- General Notes**
1. All dimensions are in millimetres unless otherwise stated.
 2. All dimensions are to the face of the work unless otherwise stated.
 3. All dimensions are to be taken from the finished ground level unless otherwise stated.
 4. All dimensions are to be taken from the finished floor level unless otherwise stated.
 5. All dimensions are to be taken from the finished ceiling level unless otherwise stated.
 6. All dimensions are to be taken from the finished roof level unless otherwise stated.
 7. All dimensions are to be taken from the finished wall level unless otherwise stated.
 8. All dimensions are to be taken from the finished window level unless otherwise stated.
 9. All dimensions are to be taken from the finished door level unless otherwise stated.
 10. All dimensions are to be taken from the finished staircase level unless otherwise stated.

Elevation Key

1. Through colour render: Colour white or off-white (TSC)
2. Brick: Red brick
3. Grey: Grey render
4. Brick: Red brick and white render: Detailing to window joints
5. Render: Grey
6. Render: White
7. PVC: Aluminium doors and windows: Colour: TSC
8. PVC: Aluminium window sills: Colour: TSC
9. Composite front door with side window
10. PVC: Windows

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Priority Road

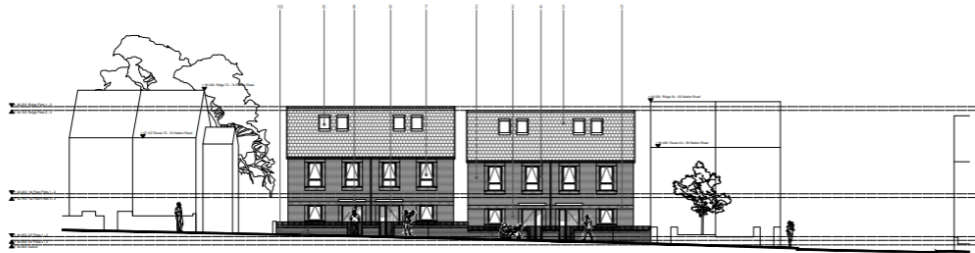
Proposed House Type 1b - Plans 5, 6
Left and Right Hand

Eagle Properties & Development Ltd.

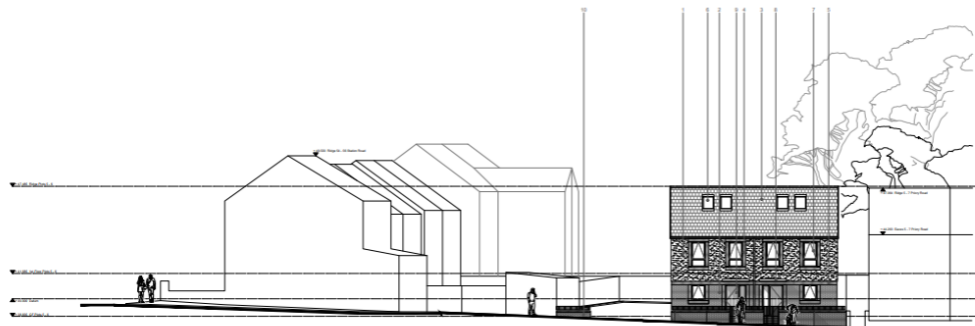
TE	14/10/24
Scale 1:100	24-019
Project Number	AL-20-202
Discipline	Planning
Rev	01

Elevation Key

1. Through eaves window. Colour: white or off-white (TBC)
2. Brick, red mix
3. Clay, red and white stone detailing to window panes
4. Dark, natural stone
5. Light, natural stone
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Proposed Street, Bank Elevation



Proposed Street, Bank Elevation

1. Through eaves window. Colour: white or off-white (TBC)
2. Brick, red mix
3. Clay, red and white stone detailing to window panes
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Plot:
Priority Road

Project No:
Proposed Street Elevations

Client:
Eagle Properties & Development Ltd

Date	Version	By
14/10/2024	1.0	AE
24/01/2024	1.1	AE
AE-20-120	1.1	AE

Planning

Item	Description	Date
1	Proposed Street Elevations	14/10/2024

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 held 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.

Local Plan designation:- Urban Fabric

The following Local Plan policies are relevant in this case:

- Policy SD1: Presumption in favour of Sustainable Development.
- Policy D1: High Quality Design and Place Making.
- Policy GD1: General Development.
- Policy H4: Residential Development on Small Non-allocated Sites'
- Policy T4: New Development and Transport Safety
- Policy POLL1: Pollution Control and Protection
- Policy BIO1: Biodiversity and Geodiversity
- Policy I2: Educational and Community Facilities

Relevant Supplementary Planning Documents

- Parking
- Design of New Housing Development
- Biodiversity and Geodiversity

Other

- South Yorkshire Residential Design Guide

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 6 - Building a strong, competitive economy

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.

Consultations

The application has been advertised in accordance with Article 15 of the Town and Country Planning Development Management Procedure (England) Order 2015.

Any neighbour sharing a boundary with the site has been sent written notification and the application has been advertised on the Council website.

3 objections/comments have been received to the original proposals and the amended plans as part of the re-consultation process.

- Concerns regarding loss of light/overbearing impact
- Overlooking impact
- Parking issues
- Increased traffic
- Concerns regarding damage to vehicle
- Impact on health/disturbance during construction

Consultee responses

- Highways – No objections subject to conditions
- Pollution Control – No objections subject to condition
- Ward Cllrs – No comments received
- Drainage – No objections subject to previous conditions on outline
- Yorkshire Water – No objections
- Tree Officer – No objections

Planning Assessment

Principle

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, in this case the street is purely residential and as such the use of this site for residential uses would be in keeping with the locality.

In terms of Local Plan Policy I2 and the loss of the previous community facility as a church, the change of use of the building into a shop and residential accommodation was granted in 1988. The signage at the site indicates that the building has been previously used as an aerial shop, therefore the community use of the building has already been lost.

The principle of the development of the site for 6 residential units has already been agreed at outline stage, this application provides the reserved matters details including, the layout of the proposed development, scale of buildings, the design and external appearance of the proposed development, means of access and landscaping which are considered below.

Impact on residential amenity

As this is an infill site set between other dwellings, one of the main considerations would be the impact of the proposal upon the residential amenity of the surrounding residential properties. The SPD Designing New Housing Development states that 'in order to ensure adequate levels of privacy are provided/ maintained, to ensure residential development does not result in unacceptable levels of overshadowing or loss of outlook and in order to provide adequate amenity space, development will usually be expected to comply with the external spacing standards.'

The site is set within a predominately residential area therefore there are other dwellings which surround the site. The site plan shows that the layout is designed to meet the separation distances set within the SPD in terms of distances from habitable room windows. The windows are a minimum of 21m from habitable room windows to the front and rear and 10m from the rear boundaries. The properties are also set in line with the established building line and do not project significantly further forward or further to the rear of the existing dwellings and as a result there should be no significant impact upon residential amenity in terms of overlooking/loss of privacy or overbearing/overshadowing/loss of light impact in accordance with the SPD.

Turning to the dwellings themselves and the amenity standards set within the SYRDG, the dwellings are 3 bed units and have been designed with acceptable internal spacing and the room sizes meet the size standards set with the SYRDG.

In terms of the size of amenity spaces, the site layout has been amended during the course of the application due to the requirement to provide additional parking within the site, and improved turning facilities and access arrangements to adoptable standards as the site accommodates more than 5 units. This has meant that the properties have reduced garden sizes, varying from 36sqm to 43sqm. The SPD states that 2 bed units should have at least 50sqm of garden and 3 bed units 60sqm. Whilst garden areas of this size would not normally be acceptable, the site is constrained given the surrounding dwellings and the access and parking arrangements required. The proposals are for 3 bed units and whilst these could be reduced to 2 bed units which would require only 1 space per unit (rather than 2) and smaller garden areas, the roof spaces could be converted into additional living accommodation (potentially a further bedroom) without the need for planning permission.

In response to the concerns raised regarding the reduced amenity areas, the agent has demonstrated and provided an assessment of green spaces which could be utilised by the residents which shows open green spaces within 10 minutes walking distance of the site.. A small shared children's play area is also proposed which would be managed privately by and dealt with via a management charge to the tenants / owners. The applicant would also provide secure cycle storage within the garden areas for storage.



The agent has also demonstrated that the garden areas follow the existing pattern of development in the area, and are similar to the sizes of the adjacent gardens where the footprints of these dwellings are similar. On balance, therefore the amenity areas provided are considered acceptable in this instance.



To further protect amenity, permitted development rights should be removed in order to limit any future extensions or outbuildings which would further reduce the garden areas in the future.

Overall the proposal is considered to be acceptable on balance when measured against the guidelines set within the SPD Design of Housing Development in terms of residential amenity and the proposal complies with Local Plan Policy GD1 of the Local Plan.

Other issues raised by neighbouring residents such as the impact upon health and disturbance/noise/dust during construction is not a material consideration, but can be mitigated against via the planning conditions set on the outline permission.

Design and Layout

Developments on infill sites should, in accordance with the guidance contained in the SPD contribute to the character and appearance of an area. In particular, new buildings should follow existing building lines and respect the existing pattern of development.

The immediate area consists of a variety of residential properties, with semi-detached, terraced and detached properties set within a variety of plot sizes. The existing former church building is of a standard design and construction, therefore there are no objections to the loss of the existing building in terms of visual amenity.

The 6 dwellings are a mix of 2 different house types. Plots 1-4 are house type 1a and plots 5 and 6 are house type 1b. The properties are designed as 3 bed units, of 2.5 storeys (with a room within the roofspace, with rooflights). The main living accommodation is on ground floor with the bedrooms and bathrooms on the first and second floors. The dwellings have been designed with pitched rooflines and a mix of render and brick detailing to match the adjacent properties. The cross section of the site demonstrates that the properties would fit comfortably on the plot and the roof height/scale would be in keeping with the adjacent dwellings.

In terms of site layout, the dwellings are arranged in line with the existing building lines on Priory Road and Station Road, which results in the parking being situated in a courtyard and screened within the site. The plans have been amended during the course of the application to include further parking spaces within the inner courtyard and an improved internal layout at the request of the Highways Officer. This has resulted in amendments to the garden boundaries and the addition of a small shared children's play area.

In terms of the design of parking, the SPD Design of Housing Development states that 'The maximum number of front of dwelling parking spaces acceptable in a row is four. These should be used sparingly in a development and be separated from other parking spaces by a considerable width of soft landscaping, i.e. more than the width of a parking space.' Whilst the proposal includes a parking court, the site plan shows no landscaping between the parking spaces, however this is considered to be acceptable as it is not set to the frontage of the site and will ensure that there are no areas of landscape which would be difficult to manage. A further detailed landscaping scheme shall be submitted and agreed via condition.

The proposal put forward is considered to be acceptable in terms of visual amenity in accordance with the Supplementary Planning Document Design of Housing Development and Local Plan Policy D1.

Impact on Ecology

During the outline application it was considered that the existing former church building does have the potential to be used by bats, therefore a Bat Survey was submitted with the previous application. The Report stated that the building assessment considered the former church building to offer low potential to support roosting bats. Therefore, in accordance with industry guidelines a single nocturnal bat survey was carried out to determine the presence / absence of roosting bats. During the nocturnal survey period no bats were observed emerging or returning to the building. Bat activity was dominated by common pipistrelle commuting through the survey with occasional noctule commuting high over the site. No bats were observed emerging or entering the former church building.

Further surveys cannot be requested at this time as this application only deals with reserved matters, however the conditions set on the outline permission will still apply which include mitigation measures and Biodiversity enhancements such as bat roosting boxes and hedgehog highways. The proposal is therefore acceptable when measured against policy BIO1 of the Local Plan.

Drainage

The drainage Officer has been consulted and has no objections to the proposal and drainage details are conditioned to be submitted prior to commencement as detailed on the outline permission. The entire site is located in Flood Zone 1 as defined by the Environmental Agency and is therefore at a low risk of flooding

Pollution Control

Pollution Control have also stated that this development is unlikely to have an adverse impact on health and the quality of life of those living and/or working in the locality. A standard condition has been applied to the outline permission which restricts the times of construction works in accordance with Local Plan Policy POLL1.

Highways

The main concerns from residents relate to highway safety and parking issues. The highways section have requested amended plans and have no objections to the proposal subject to conditions which are applied to the outline scheme. The plans have been amended during the course of the application to include further parking spaces within the inner courtyard and an improved internal layout at the request of the Highways Officer. The Highways Officer states that 'having reviewed the amended layout and having visited the site, they accept that visitor parking for the six dwellings can be accommodated on the existing highway network of Station Road and Priory Road without affecting vehicular access for other drivers. As such, whilst there is some concern regarding the conflict between vehicles and pedestrians wishing to access the small play area, the scheme is broadly acceptable from the perspective of highway development control and officers would not wish to raise objection to the scheme.

The layout shows that the properties have 2 parking space per 3 bed unit in accordance with the Parking SPD. Objections have been raised in terms of the loss of parking on Priory Road, however there are no parking restrictions along Priory Road and sufficient parking spaces are provided on site. There are no objections to the proposal from a highway safety perspective in accordance with Policy T4 of the Local Plan.

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 an acceptable and justified form of development.

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

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.

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:

Access and additional parking spaces – Site plan amended to show reduced garden areas in order to provide sufficient parking, access and turning facilities and the inclusion of a shared play area and cycle storage.

Recommendation:- Approve with conditions