2022/0770

Applicant: Mr Philip Aubury

Erection of a detached two-bedroomed bungalow (outline with all matters reserved)

69 Welland Crescent, Elsecar, Barnsley, S74 8AE

Site Description

The application site refers to piece of land to the immediate rear of no. 69 Welland Crescent, Elsecar. No. 69 is situated on the corner of Welland Crescent and Saxton Close. The land was formerly garden area used by no. 69, but fencing was placed between the two areas with the land being used by the owner of the site – who rents the dwelling out. The land contains a flat roofed garage and a parking space with the garage being used for storage by the landlord. The site is located in the Urban Fabric and the surrounding area is entirely residential, being characterised primarily by semi-detached dwellings similar to the applicant's property. However, neighbouring Saxton Close contains bungalows and other dwelling types.





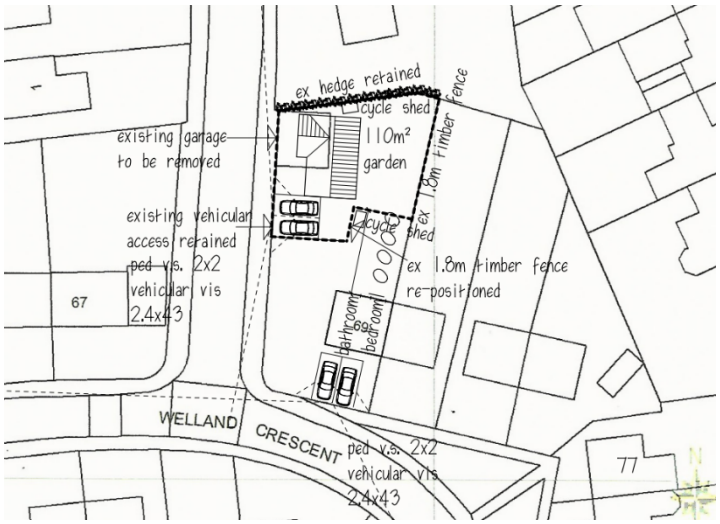


Relevant Site History

None

Proposed Development

The application is seeking outline approval (all matters reserved) for the erection of a detached dwelling located. The indicative plans shown on the block plan show an inverted L-shape dwelling with two parking spaces to the South, which reflect the existing parking arrangement on the site. A garden is shown to the East/rear of the dwelling and the existing garage is to be removed. The application has been amended to show visibility splays for the existing and proposed dwelling (Revision E shown below).



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.

H4: Residential Development on Small Non-allocated Sites – Proposals for development on sites below 0.4 hectares (including conversions of existing buildings and creating dwellings above shops) will be allowed where the proposal complies with Other Relevant Policies in the Plan.

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

Drainage – No objections

Highways DC – Initially objected to the proposal, but recommended changes in relation to parking for the existing dwelling and adequate sightlines for the proposed dwelling. Upon receipt of an amended site plan showing these alterations, the objection was removed. As such, there was highways support for the development subject to conditions.

Ward Councillors – Cllr. Franklin enquired about the development and raised some concern that there is a lack of adequate space for a dwelling.

Representations

Neighbour consultation letters were sent to neighbouring residents with a site notice placed nearby; one comment was received raising concerns in regard to parking provision with the 2 existing parking spaces being used by the existing dwelling/residents.

Assessment

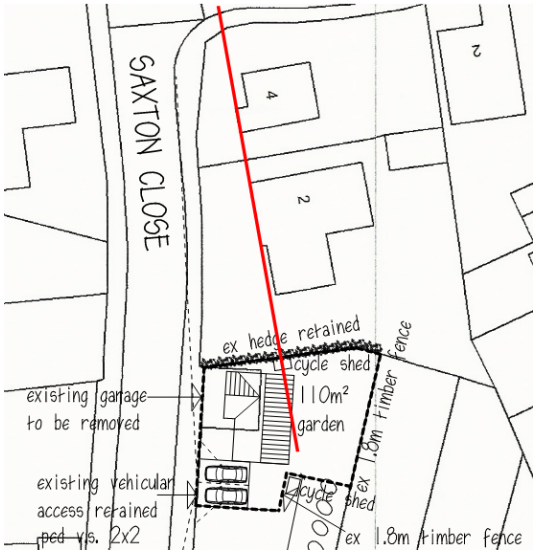
Principle of development

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 immediate area is purely residential and as such the use of the site for residential uses would be in keeping with the locality.

Visual amenity

Given the outline is all matters reserved, there are limited details in terms of scale, appearance, layout and landscaping. Developments on infill sites should, in accordance with the guidance contained in the SPD contribute to the character and appearance of an area. There is a specific section of the SPD which relates to infill development which states that new buildings should follow existing building lines and respect the existing pattern of development.

The proposed street scene is comprised of a mix of semi-detached dwellings (to the East and West) and detached bungalows (to the North). The indicative plan shows a detached bungalow which is similar to the existing bungalows on Saxton Close and in this context, the principle of a detached bungalow would be appropriate. However, the proposed dwelling is situated on a corner plot between Welland Crescent and Saxton Close, forward of the existing building line of Saxton Close – as reflected in the annotated block plan below. The application site is a very visible corner plot, and the proposed dwelling would appear as a prominent, uncharacteristic and unduly intrusive feature within the street scene. This would harm the visual amenity and character of the area, as well as setting an unwanted precedent for further inappropriate development in the area. Indeed, the area is characterised by largely undeveloped and open corner plots and additional development of this nature would further degrade and impact the character of the area.



It is appreciated that the existing site has a flat roofed garage, however this is historic (visible from Aerial photographs from 2002), is clearly domestic and ancillary to the existing dwelling as well as being firmly part of the established streetscene. The proposed dwelling (9.3m) is wider than the existing garage (6.5m) and represents c. 65% of the site's entire width. Further, the indicative plan shows that the bungalow will have a hipped roof and a roof ridge and therefore will be clearly have a larger height than the existing flat roofed garage – which is c. 2.5m in height. Overall, the proposed dwelling will have much more of a visual impact on the street scene compared to the existing established and harmonious street scene, which includes the modest domestic garage.

The proposed development is not in compliance with the SPD for New Housing Development which states that existing building lines mut be respected. The site is relatively small in terms of an infill plot with the proposed layout showing a dwelling which is awkwardly positioned both within the site and in the street scene, it is forward of the established building line of Saxton Close. The dwelling will disrupt the common building line, form a prominent and overly intrusive feature within the street scene and have a detrimental impact on the character of the area. The proposed development is considered to be contrary to Local Plan Policies D1 and H4 and the SPD for Design of Housing Development and is unacceptable in terms of visual amenity.

Residential Amenity

The proposed dwelling is situated on a tight infill plot to the North of the existing dwelling (no. 69 Welland Crescent) and the South of detached bungalows to the North, the nearest of which is no. 2 Saxton Close. There are also properties to the East and West. The host dwelling's rear elevation faces onto the side elevation of the proposed dwelling at a distance of 11.5m. This is fairly close and falls just short of the required separation distance of 12m expected between habitable room windows and blank gable walls. However, the recommended distance of at least 10m from first floor habitable rooms and the rear boundary is maintained which will allow for reasonable levels of privacy in the proposed rear garden. Further, the proposed dwelling is situated to the North of the existing dwelling so the overshadowing impact will be significantly reduced on no. 69.

The proposed dwelling is situated to the immediate South of the neighbouring dwelling at no. 2 Saxton Close. Proposals for buildings to the immediate South of neighbouring properties have a much greater overshadowing impact due to the orientation of the sun. The side elevation of no. 2 Saxton Close does not contain any windows which would be affected by the siting of the proposed dwelling and the main overshadowing impact would be on the front/side garden, which is not used for private amenity purposes. Additionally, a separation distance of 9m is maintained between the side elevation of the proposed and no. 2 Saxton Close which alleviates any overshadowing impact further. The immediately adjacent property to the East (no. 1 Saxton Close) is at a distance of 21m away from the proposed elevation which is line with the separation distance in the SPD which expects 21m between habitable room windows.

The proposed development is in compliance with Local Plan Policy GD1 and SPD: Design of Housing Development in terms of the impact on the amenity of neighbouring properties and is acceptable in terms of residential amenity.

Highways safety

Colleagues in Highways initially objected to the scheme due to no parking being proposed for the existing dwelling, which is contrary to the Council's Parking SPD. Additionally, the proposed/retained parking space for the proposed dwelling did not have adequate sightlines. The agent amended the scheme to include parking spaces for the existing dwelling and include adequate sightlines for the proposed dwelling. Highways did not object to the amended block plan (Revision E) and supported the scheme, which was in compliance with Local Plan Policy T4 and the Parking SPD. The proposed development is therefore considered to be acceptable in terms of highways safety.

Conclusion

Local Plan Policy H4 and SPD for Design of Housing Development allows for the development of small non-allocated infill plots such as this one, providing that internal and external spacing standards are met, other specific criteria to infill development and other relevant Local Planning Policies are complied with. Various concerns were raised with this development from the outset largely in reference to the small size of the plot having a detrimental impact on the character of the area and the impact on parking and highways safety. Colleagues in Highways were consulted on the proposal and through various amendments, did not object to

the development. Revision E showed adequate visibility splays for the proposed parking area, as well as the creation of 2 x parking spaces for the host dwelling. Therefore, highways initial objection was removed. However, the proposed dwelling would be located on a very visible, open and largely undeveloped corner plot and is ahead of the established building line of the neighbouring properties on Saxton Close. This would result in a very prominent dwelling which would disrupt the established street scene which does not successfully reflect the character of the area, contrary to Local Plan Policy D1 and the SPD for Design of Housing Development. By virtue of other planning policies not adhered to, Local Plan Policy H4 was therefore not complied with and

Recommendation

Refuse