
2023/0091

Applicant: Mr Andrew Williams

Description: Erection of a detached two storey dwelling, detached garage and associated works including a parking area to the side/rear and amenity space to rear (Amended Plans)

Address: 1 Lord Street, Hoyle Mill, Barnsley, S71 1HZ

Site Description

The application relates to a rectangular piece of land, measuring approximately 265m², which is currently vacant. The site was previously overgrown but has recently been cleared and fenced off with temporary mesh panels. The site is located to the West of Lord Street which in turn is located to the North of Pontefract road. Dearne Valley Park can be accessed via the head of Lord Street.

The land generally slopes down from South to North and is enclosed by a brick wall to the South, stone wall to the West and a palisade fence to the North. The front of the site (East) is open to the back edge of the footpath serving Lord Street. The site is bounded by a detached residential property to the South, a car park serving an office building to the West and an industrial/commercial building to the North. Opposite Lord Street, to the East of the site, is a row of terraced dwellings.

Site History

2016/0192 - Erection of 1 no. detached dwelling – approved subject to conditions

The approved scheme was identical to that currently proposed, however, the permission expired on 24th June 2019.

2019/1544 - Erection of detached dwelling and associated works – approved subject to conditions



Proposed Development

The applicant initially applied for a 2 storey building containing 3no. apartments but during the course of the application that has been amended to a detached, 2 storey dwelling. The dwelling accommodates a kitchen/diner, lounge, study, utility room and WC on the ground floor and 4no. bedrooms (1 en suite) and a family bathroom on the first floor.

To the front of the property is a small buffer garden with pedestrian access to the front door. To the Northern side of the site is a vehicular access and driveway providing parking for 2no. vehicles and access to the single detached garage to the rear. The garage is brick built with a dual pitched roof and measures 3.3m wide and 6.4m long. To the rear of the property is an enclosed private amenity space.



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 was adopted in January 2019 and is also now accompanied by seven masterplan frameworks which apply to the largest site allocations (housing, employment and mixed-use sites). In addition, the Council has adopted a series of Supplementary Planning Documents and Neighbourhood Plans which provide supporting guidance and specific local policies and are a material consideration in the decision-making process.

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.

The site is allocated as Urban Fabric within the Local Plan Proposals Maps and therefore the following policies are relevant:

Policy H1 The Number of New Homes to be Built

Policy H4 Residential development on small non-allocated sites

Policy T4 New development and Transport Safety

Policy SD1 Presumption in favour of Sustainable Development

Policy LG2 The Location of Growth

Policy GD1 General Development

Policy D1 High Quality Design and Place Making.

Policy Poll1 Pollution Control and Protection

Policy BIO1 Biodiversity and Geodiversity

Policy CC2 Sustainable Design and Construction

SPD's

Those of relevance to this application are as follows:

- Design of Housing Development
- Parking

Other

South Yorkshire Residential Design Guide

NPPF

The NPPF 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.

Paragraphs of particular relevance to this application include:

Para 7 - The purpose of the planning system is to contribute to the achievement of sustainable development.

Para 11 – Plans and decisions should apply a presumption in favour of sustainable development.

Para 93 - Planning policies and decisions should aim to achieve healthy, inclusive and safe places

Para 111 - Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Para 126 - The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Consultations

Yorkshire Water Services Limited – No comments

Highways DC – No objections

Drainage – no objections Building Control to check

PROW – No objections subject to informative

SYMAS – No objections subject to CA standing advice

The Coal Authority – No objections

Ward Councillors – no comments

Representations

The application was advertised by way of site notice and the neighbouring properties sharing a boundary with the site were sent a notification letter. Further neighbour letters were also issued with a consultation period of 14 days following the receipt of the amended plans. 2 letters of objection have been received from the same objector, 1no. for the original scheme and 1no. for the amended scheme. The main points of concern are;

- The street has a lack of parking and the proposal would exacerbate the existing issues.
- Potential noise impact on the future residents from the existing neighbouring commercial/industrial use

Assessment

Principle of development

All new dwellings proposed must ensure that living conditions and overall standards of residential amenity are provided or maintained to an acceptable level both for new residents and those existing, particularly in respect of the levels of mutual privacy. In addition, development will only be granted where the development would maintain visual amenity and not create traffic problems or prejudice the possible future development of a larger area of land.

The site is allocated as Urban Fabric within the Local Plan. Local Plan policy H4 'Residential Development on small Non-allocated sites' states 'proposals for residential development on sites

below 0.4 hectares will be allowed where the proposal complies with other relevant policies within the plan.

There have been 2no. previous approvals (2016/0192 & 2019/1544) on the site for detached, 2 storey dwellings. Both those applications have since expired, the latter of which expired in January 2023. The 2019 application was approved under the currently adopted policies within the Local Plan and the guidelines set out in the relevant SPD's, as such, the previous approval does carry some weight.

The previous approvals did not incorporate a detached garage. Detached garages should relate sympathetically to the main dwelling in style, proportions, and external finishes. In most cases, it will not be appropriate for a garage to be sited between the house and the road.

Detached garages should be single storey structures and the eaves height should not normally exceed 2.5m from ground level.

The current proposal will be assessed against the currently adopted policies and guidelines under the following headings;

Residential Amenity

The proposed dwelling would be adjacent to an existing detached residential property and the proposed rear elevation would project beyond the neighbouring rear elevation. However, the projection is comparable to the previous approvals and would be orientated to the North and on a lower level. In addition, the majority of the proposed dwelling would be adjacent to the neighbouring blank side elevation, as such; it would not significantly increase overshadowing or result in an overbearing feature.

There are residential properties opposite the site and the habitable room windows proposed on the front elevation would face their front habitable room windows. However, the separation distance would be approximately 12m, which is considered acceptable across a highway where the proposed dwelling would reflect the development pattern of the area, in accordance with SPD 'Design of Housing Development. Furthermore, the proposed front elevation is set further back on the site than the dwelling previously approved and also has a smaller width.

The proposed rear elevation windows would fall short of 10m from the rear boundary, however, beyond the rear boundary is a car park which serves an office building. In addition, the rear boundary is made of a relatively substantial stone wall.

It is acknowledged that the site is bounded to the West and North by commercial/industrial properties which could generate a certain level of noise and disturbance impacting on the residential amenity of the future occupants. However, the businesses are relatively modest and generally operate during sociable hours. In addition, a number of properties already exist on Lord Street which have a similar relationship with the businesses, which demonstrates there is minimal conflict. The principle of a dwelling on this site has also already been established under currently adopted policies and guidelines.

The space available within the property generally accords with the technical requirements of the South Yorkshire Residential Design Guide and the outdoor space exceeds the minimum 60m² as set out in the SPD. Therefore, residential amenity levels for future occupants would be to acceptable levels.

The proposed garage would be located to the Northwestern corner of the site, set away from the neighbouring residential properties. The proposed garage is also relatively modest in footprint and height.

Visual Amenity

The site was previously overgrown and is currently cleared and fenced off, therefore, it adds little to the visual amenity of the streetscene. It is acknowledged that the majority of the properties on Lord Street are terraced, whereas the proposal is for a detached dwelling, however, they are located on the Eastern side of the highway. The Western side of the highway has a detached dwelling, which shares a boundary with the site, and a detached commercial building to the North. As such, the proposed dwelling would not be contrary to the development pattern of the area or appear an alien feature on the streetscene.

The design of the dwelling itself is relatively simple and would be of a scale which harmonises with the adjacent buildings, as such, the visual amenity of the streetscene would be maintained to a reasonable degree. The proposed design does differ to that previously approved but does add additional interest through the projecting gable and feature canopy above the front entrance.

Unlike the neighbouring dwellings, the proposed house would be set back from the back edge of the footpath which provides a small area for planting. This would be beneficial to the visual amenity of the streetscene and aid to soften the front elevation of the property.

There is pedestrian access available to the rear of the property, as such; space would be available away from the highway and public vantage points for bins and recycling containers.

In terms of the garage, it would be located to the rear of the dwelling in a non-prominent position. In any case it relates sympathetically to the main dwelling in style, proportions, and external finishes.

Highway Safety

The applicant proposes 2 no. off street, tandem parking spaces adjacent to the Northern elevation. The parking spaces are of an adequate length and width and meet the criteria set out in SPD 'Parking'. Furthermore, the proposed garage also meets the requirements to be considered a parking space. Highways have raised no objections to the proposal.

Conclusion

The proposed dwelling would ensure that living conditions and overall standards of residential amenity are provided or maintained to an acceptable level both for new residents and those existing. In addition, the development would maintain visual amenity and not create traffic problems or prejudice the possible future development of a larger area of land in accordance with Local Plan Policies D1, H4, GD1 and Poll 1 and SPD's 'Design of Housing Development' and 'Parking'.

Recommendation - Grant subject to condition