
2021/0562

Applicant: Mr Vernon

Description: Erection of 8no dwellings and associated works

Address: Land off Redbrook Road, Barnsley, S75 2HA

Site Location and Description

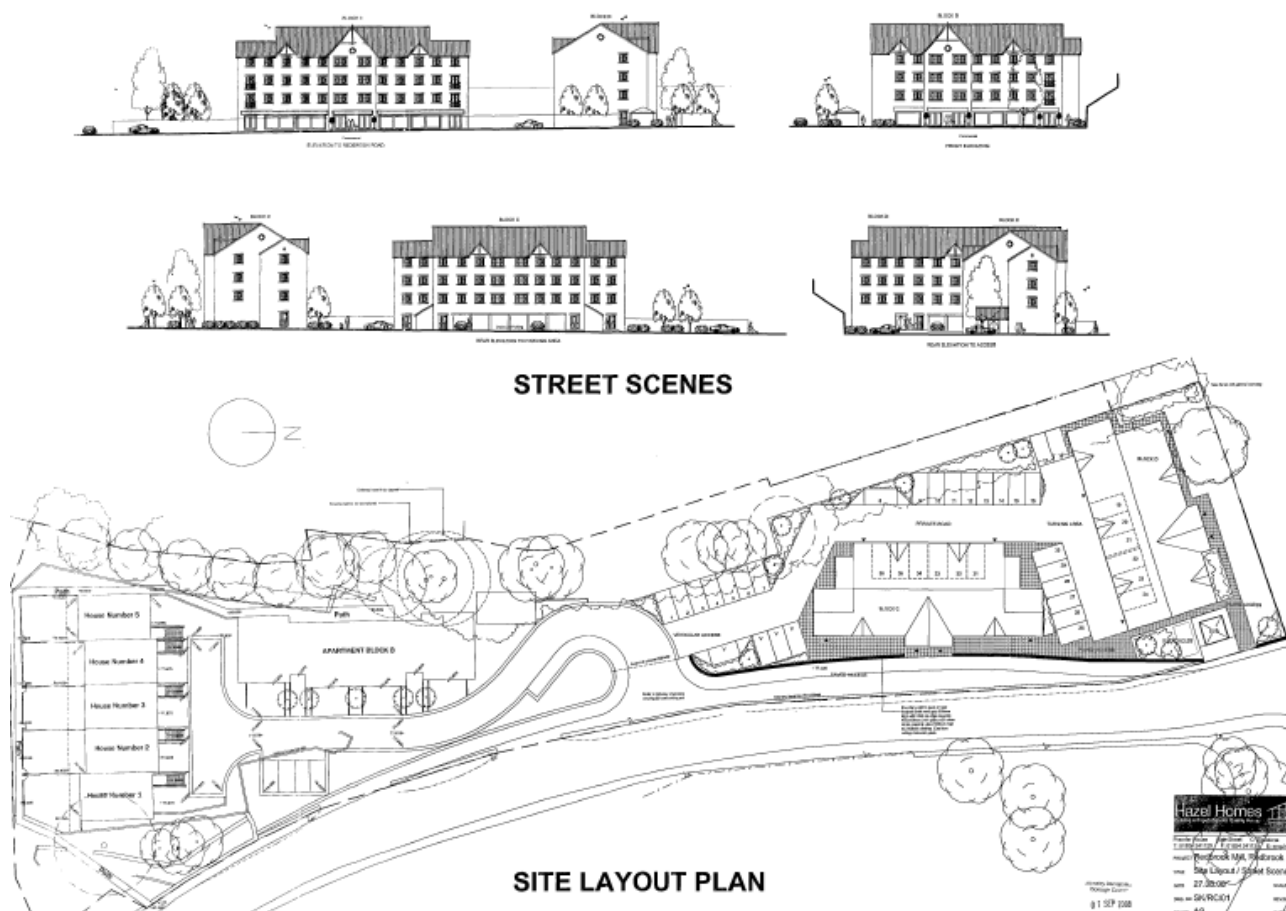
The application relates to a triangular area of land measuring approximately 0.175Ha which sits to the West of Redbrook Road. The site is mainly covered in compacted hardcore as its most recent use was as a vehicle storage area associated with the nearby car sales garages off Wilthorpe Road/Whaley Road. Vehicular access to the site is taken from Redbrook Mill Court to the east of the site. The site is enclosed by walls and infill palisade railings along Redbrook Road, palisade fencing to the North and brick walls and vegetation to the West.

To the South of the site, off Redbrook Mill Close, are apartments and town houses. To the West is a small park at the top of a vegetated banking with dwellings at a higher level beyond. To the north is an electrical substation with a café and takeaway beyond. Opposite Redbrook Road to the East is a wooded strip of land with dwellings, fronting Redthorpe Crest, beyond.



Site History

2005/0565 - Erection of 5, 3-storey townhouses, one 4-storey block of 12 luxury apartments and 3 and 4-storey block of 39 apartments with associated car parking – approved and partially built out



2015/0223 - Change of Use of land including laying of Hard Standing to allow for the storage of vehicles to be for a temporary period of 5 years and to be without prejudice to approved application Ref B/05/0565/DT – approved

2018/0972 - Variation of condition 1 of limited period planning permission 2015/0223 to enable permission to be carried out by Ford Retail Ltd instead of Pentagon - Change of Use of land including laying of Hard Standing to allow for the storage of vehicles - Approved

Proposed Development

The applicant seeks permission to erect 4no. pairs of 2 storey semi-detached dwellings (8 properties in total). Plots 1 and 6 are 2-bedroom units with plots 2, 3, 4, 5, 7 and 8 having 3 bedrooms.

Plots 1-4 would be served by a parking court accessed via the existing vehicular access point on Redbrook Mill Court. Plots 5-8 would be served by a new vehicular access created on Redbrook Road with parking spaces to the front of the properties.

Each property would have a buffer garden or area of landscaping to the front along Redbrook Road. Each dwelling would have an enclosed private amenity space to the rear.

The scheme has been revised during the course of the application including changes to the house types, the access point and the parking layout.



Policy Context

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 H6 'Housing Mix and Efficient Use of Land'

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 CC1 Climate Change

Policy CC2 Sustainable Design and Construction

SPD's

Those of relevance to this application are as follows:

- Designing of housing Development
- Parking
- Open Space Provision on New Housing Development

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 91 - 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

Drainage – no objections subject to conditions

Yorkshire Water – No objections subject to conditions

Broadband – no objections subject to conditions

Coal Authority – No objections subject to conditions

SYMAS – no objections subject to condition

Air Quality Officer – No objections subject to condition

Highways – No objection to revised layout subject to conditions

Ward Cllrs – No comments

Representations

One letter of representation has been received. The main points raised are;

- Question the notification method
- Raise concerns with sharing an access with the development.

Assessment

Principle of development

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.

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.

It should also be noted that the site formed part of an application for the erection of 5, 3-storey townhouses, one 4-storey block of 12 luxury apartments and 3 and 4-storey block of 39 apartments with associated car parking under reference 2005/0565. The 5no. town houses and apartment block B have been built out, as such, apartment block C and D which were approved on this application site are extant and could still be built out. As such, the principle of residential development on this site is long established.

The merits of the current scheme will be assessed under the headings below;

Residential amenity

8no. dwellings on the site would introduce noise and disturbance through vehicular and residential activity, however, there is an extant permission for far more units and the site has been used as a car storage yard for the last few years. As such, the noise would not be unreasonable or reduce residential amenity to an unreasonable degree.

The proposed dwellings would be over 40m from the side elevation of the apartments on Redbrook Mill Road and over 60m from the dwellings to the East on Redthorpe Crest. There is also a substation immediately adjacent to the Northern boundary with the residential properties beyond circa 30m from the site. There are dwellings with rear elevations facing the site to the West, however, they are over 50m from the site, built on a higher level and separated by a play area and landscaped bank.

Given the above comments, the proposed dwellings would not significantly increase overshadowing or be an overbearing feature, in accordance with Local Plan Policy GD1. Furthermore, the modest 2 storey dwellings are far less imposing than the 2no. 3/4 storey extant apartment blocks.

The internal spacing of the proposed dwellings generally meets or exceeds the requirements of the South Yorkshire Residential Design Guide. The proposed private amenity spaces would be at least 50m² for the 2 bed units and at least 60m² for the 3-bedroom units, in accordance with SPD 'Design of Housing Development'.

Visual Amenity

As outlined above, there is an extent permission for 2no. apartment blocks on the site with associated parking courts. The multi storey apartment blocks would be far more imposing on the streetscene than the proposed, modest 2 storey dwellings.

All the dwellings front Redbrook Road and there is a visual difference between the attached semi-detached units in that one half has a hipped roof and one has a gable. In addition, plots 1 and 6 are slightly smaller in that they are 2 bedroomed units. This aids in creating visual interest and variety on the streetscene. Furthermore, the mix of properties helps meet the requirements of Local Plan H6 'Housing Mix and Efficient Use of Land'. It is noted it is not a wide variety of property sizes and types, however, it meets the market needs better than the approved smaller apartments, as such, a refusal would not be warranted in this case.

The side elevation of plot 1 would be relatively prominent given that it would be close to the highway and immediately adjacent to the parking court. Redbrook Road also bends in that location with vehicles facing the side elevation when travelling East. However, that elevation would have a hipped roof and there are windows incorporated at ground and first floor levels to break up the expanse of brickwork. As such, it would not be a visually intrusive feature or be significantly detrimental to the streetscene.

In terms of the parking solutions, there is a parking court proposed to serve plots 1-4 and there is front of curtilage parking for plots 5-8. Although not ideal, the parking court reflects the extant proposal and there is less parking overall than the extant scheme. In addition, the site has been used as a vehicle storage yard for a number of years. It should also be noted, that there is soft landscaping and boundary treatments along Redbrook Road, and the front of the dwellings, which aids to soften the development and avoid a car dominated streetscene.

Each dwelling would have pedestrian access to the rear garden area which would allow wheelie bins and recycling containers to be stored away from public vantage points and prominent locations.

Highway Safety

The access into the site from Redbrook Mill Close exists and was previously used for the vehicle storage use. The access and parking court are also similar to the extant permission. The parking court itself has adequate turning and manoeuvring to allow vehicles to enter and exit in a forward gear.

The applicants have amended the access direct from Redbrook Road inline with Highways DM requests and adequate visibility is now provided. The parking to the front of plots 5-8 also have adequate turning and manoeuvring space to enter and exit the site in a forward gear.

The 2 bed properties have at least 1no. parking space each and the 3-bedroom properties have 2no. spaces each. There are also 4no. visitor parking spaces proposed. As such, the development meets or exceeds the requirements of SPD 'Parking'.

Highways DM have been consulted on the application and following the amendments, at their request, they have raised no objections subject to conditions.

Coal Mining

The application site falls within the defined Development High Risk Area; therefore, within the application site and surrounding area there are coal mining features and hazards which need to be considered in relation to the determination of this planning application. Specifically, the Coal Authority records indicate that a thick coal outcrop may cross through the application site.

The applicant has submitted a Phase 1 Geo-environmental Risk Assessment and Coal Mining Risk Assessment (MDJA, May 2021) to support their planning application. This report identifies that coal is close or at the surface of the application site and considers there to be the potential for shallow mine workings to be present which could affect future surface stability.

The report recommends that intrusive site investigations should be undertaken to determine the ground conditions and the presence or otherwise of shallow coal mine workings within the application site boundary. If workings are encountered with the potential to influence surface stability, then the Coal Authority will expect that a scheme of remediation is undertaken to consolidate mine workings.

The Coal Authority and SYMAS concur with the findings of the report, as such, they have raised no objections subject to a condition for intrusive site investigations.

Trees

The application has been accompanied by a Tree Report. All trees surveyed lie along or just beyond the site perimeter. The principal tree species on or adjacent to the site is Sycamore. These can be found as a single tree and two groups of self-sown specimens on the steep banking. Other tree species present are Oak (on the northern boundary) and Elm (a Multi-stemmed tree in the south west corner).

Shrub species comprise Hawthorn and Goat Willow (all shrubby specimens along the western banking).

The most visually prominent trees are: (i) Sycamore T1 and (ii) Oak T8. Both are in the 13-15m range, but their prominence relates as much to their isolated positions as much as their height. Other than the above the principal vegetation in the vicinity is the area of planting along most of the western site boundary. Although the individual specimens contained therein are only of modest quality and height (around 10m maximum) this block of planting does provide an element of screening from the west.

The Tree Report and associated plans demonstrate that all the trees, apart from a diseased, category U, Elm tree, would be retained. The proposed dwellings would be set away from the existing trees and built on the area of compacted hardcore previously used for the storage of vehicles. In addition, the proposed development would have a smaller impact on the existing trees than the extant permission.

Conditions will be recommended to ensure the trees are protected during construction.

Conclusion

Taking into account the relevant development plan policies and other material considerations, it is not considered that there are any significant and demonstrable adverse impacts that would outweigh the benefits associated with the granting of planning permission for the revised scheme. The proposal therefore complies with the development plan as a whole and the advice in the NPPF.

As such the scheme is considered to accord with policies and guidelines and is recommended for approval.

Recommendation

Grant planning permission subject to conditions