

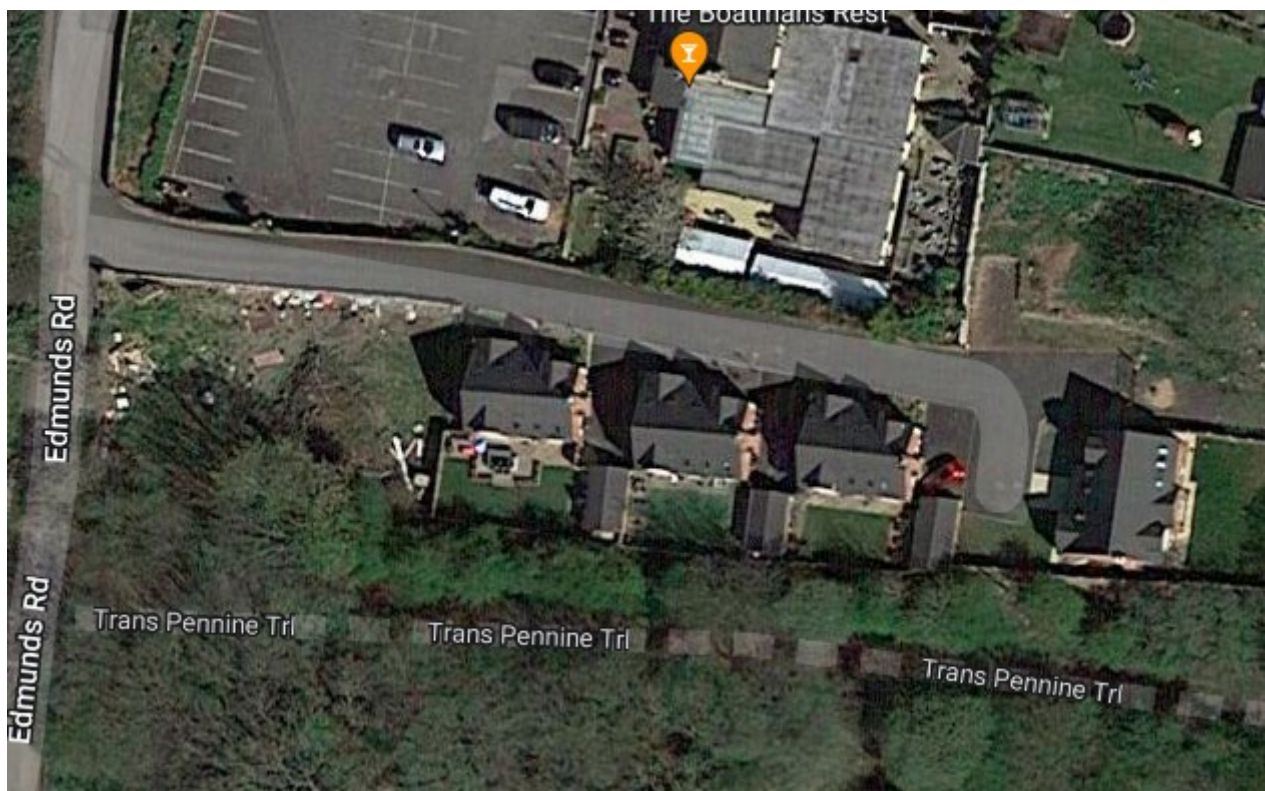
Applicant: Mr David Wright

Description: Erection of 1no detached dwellings and detached double garage.
Address: Land adjacent 40 Edmund Roads, Worsbrough, Barnsley, S70 4TD

Site Description

The application relates to a relatively rectangular area of land measuring approximately 540m². The land is currently vacant and overgrown and slopes down from North to South. A 150mm foul drain running North/South dissects the site centrally.

To the West of the site is Edmunds Road which serves a sewage treatment plant beyond the site. To the south is a tree belt with the Trans Pennine Trail beyond. To the North, beyond the access road, is the car park associated with the Boatman's Rest Pub, with residential properties beyond. To the East are 4no. recently constructed dormer bungalows.



Site History

2015/0533 – Erection of 4no. detached dormer bungalows with associated access, garages and landscaping - approved

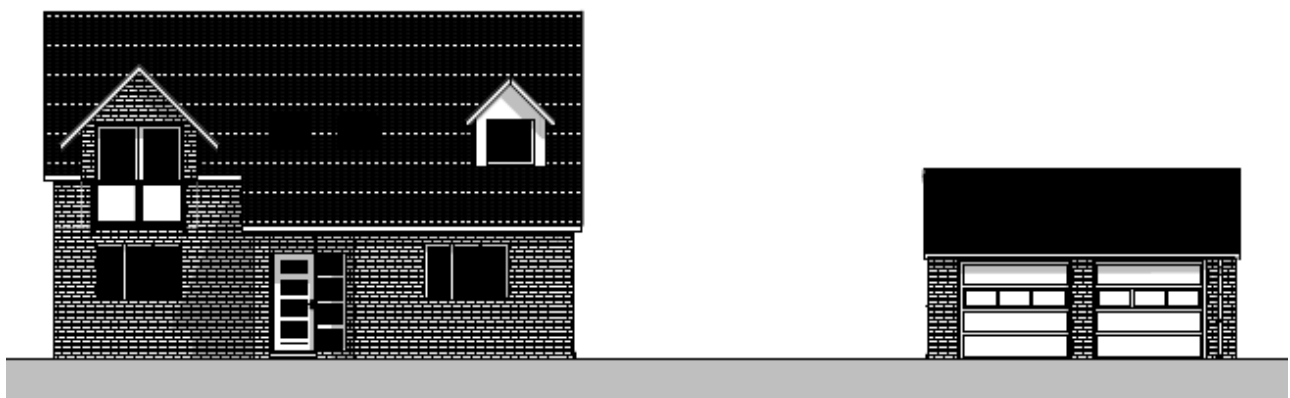
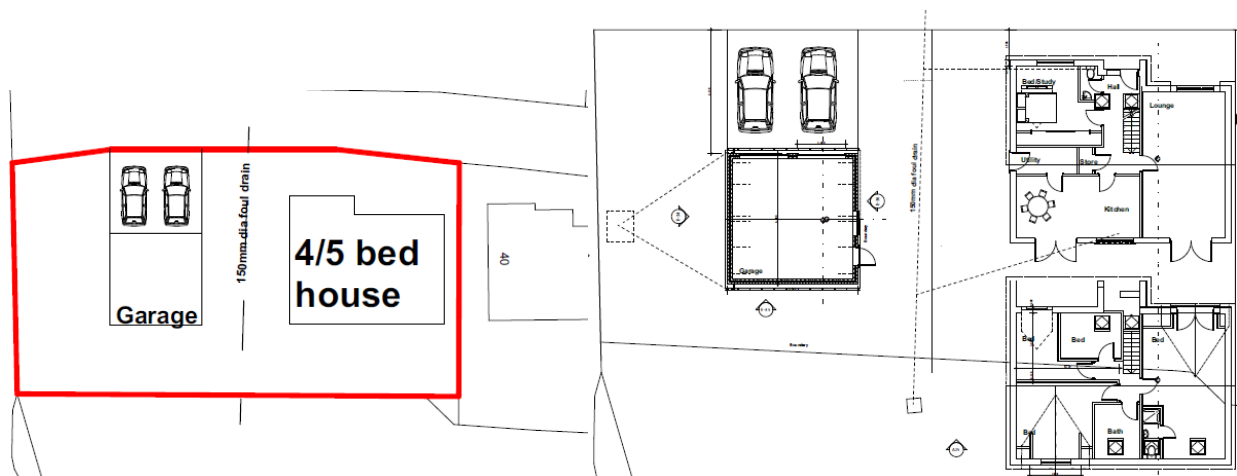


Proposed Development

The applicant originally sought permission for 2no. detached dwellings on the site, however, that would have resulted in more than 5 dwellings being served by a private drive, as such, the scheme was amended to 1no. detached dwelling with associated detached double garage.

The proposed dwelling is a dormer bungalow positioned to the East of the site and would accommodate a lounge, kitchen, bedroom/study and utility room and the ground floor. The first floor would have 4no. bedrooms (1no. en-suite) and a bathroom.

The garage would sit to the West of the dwelling and measure 6.5m x 6.5m. 2 parking spaces would be accommodated to the front of the garage.



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 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
- Sustainable Travel
- Trees and Hedgerows

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

Drainage – Building Control to check

Yorkshire Water – No objections subject to conditions

TPT – No objection subject to informative

Tree Officer – No objections subject to conditions

Highways – no objections following the reduction from 2no. dwellings to 1.

Ward Councillors – No comments

Representations

6no. neighbouring residents were consulted; a site notice was erected within the immediate area and a notice was placed in the Barnsley Chronicle. Following on from the amendments to the scheme a re-consultation exercise took place.

One letter was received following the first round of consultation, which did not object to the principle of the scheme but raised concerns regarding damage to the access road during construction.

No further comments were received on the back of the re-consultation.

A neighbouring land owner did raise concerns regarding the consultation process and stated they were not aware of the proposed development.

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 development is served by a private road and there are already 4no. dwellings constructed. The South Yorkshire Residential Design Guide states that 'shared private drives are unadopted and may give access upto a maximum of 5 dwellings', as such, an additional 1no. dwelling in this location in principle.

Residential Amenity

There are no residential properties immediately to the North, West and South of the site. There is a dormer bungalow to the East, however, the proposed dwelling would be on a similar building line with comparable eaves and ridge height. As such, the proposed dwelling would not significantly increase overshadowing to the neighbouring habitable room windows or private amenity space and would not result in an overbearing feature.

The proposed habitable room windows on the dwelling are either on the front elevation facing the access road and pub car park beyond or on the rear elevation facing the garden area, tree belt and Trans Pennine Trail beyond.

The dwelling would generate some noise and disturbance through residential and vehicular activity, however, as it is for a single dwelling on a private row of 4 existing dwellings and opposite a pub it would not be to an unreasonable degree or significantly reduce residential amenity, in accordance with Local Plan Policy GD1.

In terms of the future occupants of the dwelling, all the rooms meet or exceed the requirements of the South Yorkshire Residential Design Guide. The rooms also have an adequate level of light and outlook. Externally the dwelling would have a good size garden, significantly in excess of the 60m² required. In addition, there is access to the Trans Pennine Trail immediately adjacent to the site.

It is noted that the rear elevation windows would face on to trees, however, the trees are beyond the rear boundary and would not significantly overshadow the dwelling or the private amenity space.

Visual Amenity

The design of the dwelling reflects the style, scale and size of the existing dormer bungalows which were recently constructed, as such, it would sit comfortably within the streetscene and maintain visual amenity, in accordance with the SPD and Local Plan Policy D1. The dwelling would front the private drive to maintain an active frontage and also maintain the existing building line. Space would be retained to create a buffer garden to aid soften the development.

It is noted that the front dormer does not line up vertically with the opening below, however, it does provide balance to the roof given the projecting gable on the opposite end of the front roof plain. It is not possible to position the dormer over the opening below given the internal layout in the roof space.

In terms of the garage, it is located in a relatively prominent position and is a double, rather than a single evident at the adjacent properties. However, the design of the garage harmonises with the host property, as well as the neighbouring properties, and, despite it being a double, it would remain subordinate to the host property in terms of footprint and height. As such, it would meet the requirements of the SPD and maintain the visual amenity of the streetscene, in accordance with Local Plan Policy D1. In addition, there would be space to the side of the garage for soft landscaping and it would be viewed against the backdrop of the trees.

It is noted that there is a separation distance between the house and the garage, however, this is unavoidable due to a drain running through the centre of the site and both the house and garage need to meet the relevant standoff distances.

Cars would be parked to the front of the garage but due to the neighbouring soft landscaping and the building line of the neighbouring properties, they would not be prominent within the streetscene.

Highway Safety

The proposal was initially for 2no. dwellings on the site, however, the access is not adopted and the private drive already serves 4no. dwellings, as such, the scheme has been reduced to 1no. dwelling inline with Highways Officer comments.

It is noted the private road to access the proposed dwelling is in a poor state of repair in places. The planning permission for the 4no. dwellings required improvement works to the access road, however, they have not been carried out. The Highways Officer and Legal Officer have confirmed it would not be reasonable to impose the same condition on this single dwelling application to provide improvement works to benefit the existing dwellings.

There are 2no. incuttilage parking spaces to the front of the garage as well as the garage itself, as such, adequate off road parking is provided inline with SPD 'Parking'.

The vehicular access point would be located in close proximity to the junction, however, the private drive would only be used by residents and visitors, in addition, vehicles would be moving at slow speed at this point and there is adequate visibility.

Trees

A Tree Report has been submitted with the application. The report assesses the site based on the 2no. dwellings originally proposed. The current scheme has a dwelling in a similar position as originally proposed but the double garage which replaces the other dwelling is smaller in footprint and set in further from the boundaries and the existing trees, as such, the scheme is an improvement in that regard.

All the trees surveyed are Category C and there is only 1 (T5) within the redline boundary. The other 4no. trees sit beyond the Southern boundary adjacent to the TPT. The report demonstrates that the scheme would not detrimentally affect the roots or canopies of the trees and no significant works to the trees are required.

Summary

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, in particular Local Plan Policies D1 'Design' and GD1 'General Development', and the advice in the NPPF.

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

Recommendation

Approve subject to conditions