
2022/1289

Mr Alan Robinson

Demolition of existing single garage and the construction of 1no dormer bungalow to side garden

7 Hallcroft Rise, Royston, Barnsley, S71 4RH

Site Location and Description

The application relates to the side/rear garden of a 2 bedroomed, semi-detached 1.5 storey dwelling at the head of a residential cul de sac. The site currently accommodates a detached, pitched roofed, brick built garage which sits directly to the north of the host property's side elevation. The host dwelling has a brick built ground floor with stone on the first floor. It has a distinctive chalet style pitched roof which spans the application property and attached neighbour. To the rear of the property is a single storey extension which opens onto a triangular shaped garden. Parking for the dwelling is currently provided in the existing garage and the driveway to the front.

The surrounding area is predominantly residential with identical properties fronting the cul de sac. The cul de sac slopes up from the South upto the application property. Beyond the rear boundary of the site is a WMC with its associated car park and grounds and to the North are 2 storey flats, built on a higher level, which front Oakwood Crescent.



Proposed Development

The applicant seeks permission to demolish the existing detached garage and build a detached dormer bungalow in its place. The bungalow would consist of a kitchen, utility room, WC, lounge and bedroom on the ground floor and 2no. bedrooms (1no. en suite) and a shower room on the first floor. The bedrooms would have French doors on the front and rear elevations with Juliette balconies. The dwelling would have parking to the front and a garden to the rear.



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 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

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

BMBC Highways – No objections in principle subject to additional information, including a site plan showing parking layouts.

BMBC Drainage – No objection details to be checked by Building Control

Ward Members – overcrowding/overdevelopment of the site

Representations

A site notice was erected within the immediate area and 14 neighbouring properties were sent notification letters. Objections from 4 no. neighbouring properties have been received. The main points of concern are;

- Increased deliveries and waste collections
- Increased on street parking
- Negative impact during construction
- Negative impact on the drainage within the area (water pressure and capacity)
- Lack of information submitted
- Where would the occupants of the host property park
- Road is narrow and there is historic problems with on-street parking

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. Whether the proposed development does comply with the relevant policies is explored under the headings below.

Furthermore, 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 is acknowledged that Local Plan Policy H9 is not relevant in this case as the host property does not have 4/5 bedrooms and it would have to undergo significant adaption in order to accommodate 4.5 bedrooms, however, the supporting comments relating to policy H9 are relevant which state *'The Government has changed the designation of garden areas from 'brownfield land' to 'greenfield land', in an attempt to resist development of additional houses.... Often additional dwellings have been built within their curtilage, resulting in an adverse impact on the original dwelling'*.

Residential amenity

The proposed dwelling would be orientated directly to the North of the host property and would have a similar building line. It would not significantly obscure the habitable rooms of the host property which are predominantly on the front and rear elevations. The proposed dwelling would be built on a higher level but would have a lower ridge height than the host. As such, it would not significantly increase overshadowing or be an overbearing feature, in accordance with Local Plan Policy GD1.

The proposed dwelling would be built on a part of the side garden of the host property and would also utilise a section of the rear garden, however, the remaining garden would be circa 60m² which exceeds the 50m² required for a 2 bedroom property.

The proposed dwelling is located to the South of the flats on Oakwood Crescent; however, it is on a lower level and its side elevation is at least 12m from the neighbouring rear elevations. As such, it accords with the required separation distances set out in SPD 'Design of Housing Development'. The dwelling is also an acceptable distance from the neighbouring dwelling to the East and beyond the rear boundary is a WMC and its associated grounds.

In terms of the future residents of the proposed dwelling, the outside space would exceed 60m² and the internal spacing meets or exceeds the requirements set out in the South Yorkshire Residential Design Guide.

Visual Amenity

The proposed dwelling would be located at the head of Hallcroft Rise and, given it would be built on a similar building line as the host property, would not be highly prominent on the streetscene. Especially given the back drop of 2 story properties built on a higher level.

However, SPD 'Design of Housing Development' states that the space between the proposed dwelling and adjacent dwellings should reflect the prevailing character of the street, the eaves and ridge heights of dwellings should usually be comparable with the heights of the adjacent dwellings, architectural features, fenestration and materials should reflect the positive elements elsewhere on the street and parking provision should be accommodated in a similar manner to how it is accommodated elsewhere on the street.

Hallcroft Rise is a very uniform cul de sac with distinctive chalet style, semi detached dwellings dominating the streetscene. The proposal is for a detached dwelling, which is immediately contrary to the development pattern of the immediate area and, although the dwelling would have a front gable, its design would be in contrast to the design of the existing housing stock. Especially, as the chalet style roofs are shared by both semi-detached properties together giving the illusion of a wide frontage. The proposed dwelling also incorporates French doors and Juliette balconies on both the front and rear elevations which do not reflect the streetscene and there is also a side dormer, again which the dwellings in Hallcroft Rise do not have.

The proposed dwelling would have a relatively narrow frontage and would appear shoe horned into the space between the existing dwelling and the side boundary. Furthermore, the parking provision of Hallcroft Rise is characterised by driveways to the side of dwellings with the majority of the properties having garages to the side/rear, as is the case with the host property. By demolishing the garage and erecting a dwelling and removing the side parking for the host property, this would result in 2 no. dwellings within close proximity both of which would require front of dwelling parking. Given the width of the plots they would be dominated by hardstanding with very limited space for an enclosed garden or soft landscaping. This would result in a car dominated frontage contrary to the development pattern of the area and would be detrimental to the visual amenity of the streetscene, contrary to Local Plan Policy D1 and the SPD.

It should also be noted that the applicant has failed to provide a site plan clearly demonstrating the parking layouts and front garden areas of both the host and proposed dwellings.

Highway Safety

Highways have not objected to the principle of a detached dwelling in this location, however, as outlined above the applicant has not supplied a suitable site layout drawing demonstrating the proposed parking/manoeuvring areas for both the host property and proposed dwellings.

Summary

For the reasons set out above, the proposed development is an undesirable form of infill development which does not reflect the settlement pattern of the area or the character of the streetscene. In addition, the applicants have failed to provide sufficient information to fully assess the impact on visual amenity or Highway safety. As such, the proposal is contrary to Local Plan Policies D1, GD1 and T4, SPD 'Design of Housing Development' and the NPPF.

Recommendation

Refuse