

---

2022/0743

Mr & Mrs Evans

Demolition of existing bungalow and erection of 6no bedroom two and a half storey detached dwellinghouse and associated works including erection of a front boundary wall and entrance and exit gates as part of reconfigured access and parking arrangements

315 Dodworth Road, Barnsley, S70 6PN

---

### Site Location and Description

The application relates to a detached, flat roofed, brick built bungalow fronting Dodworth Road. The site sits between junction 37 of the M1 to the east and Penny Pie Parky Gyratory to the East. To the front and side of the dwelling is a parking and turning area with vehicular access taken directly from Dodworth Road which leads to an attached garage to the Eastern elevation of the dwelling. To the rear of the dwelling is an enclosed garden area mainly laid to grass. To the rear of the garden area is a detached outbuilding, with associated parking and turning, which was previously a garage but has recently been converted to an annex associated with the host dwelling approved under applications 2020/1228 and 2021/0086. The annex is accessed via an access track running along the Eastern boundary of the property.

The immediate area is predominantly residential in nature with a detached dormer bungalow to the West and a pair of semi-detached, hipped roofed, 2 storey dwellings, beyond the access track, to the East. Opposite the site is a mixture of single storey and 2 storey detached and semi detached dwellings. Beyond the rear boundary is a field, owned by the applicant, a tree belt and railway line.



### Site History

05/1154 - Demolition of 315 & 317 Dodworth Road and erection of 4 no. detached dwellings with new access road (Outline) - refuse

2015/0199 - Erection of 5 no. dwellings including demolition of existing property – Refuse

2020/0924 - Conversion of existing garage into residential annex (Certificate of Lawfulness) – withdrawn

2020/1228 - Conversion of existing detached garage into residential annex – Approve

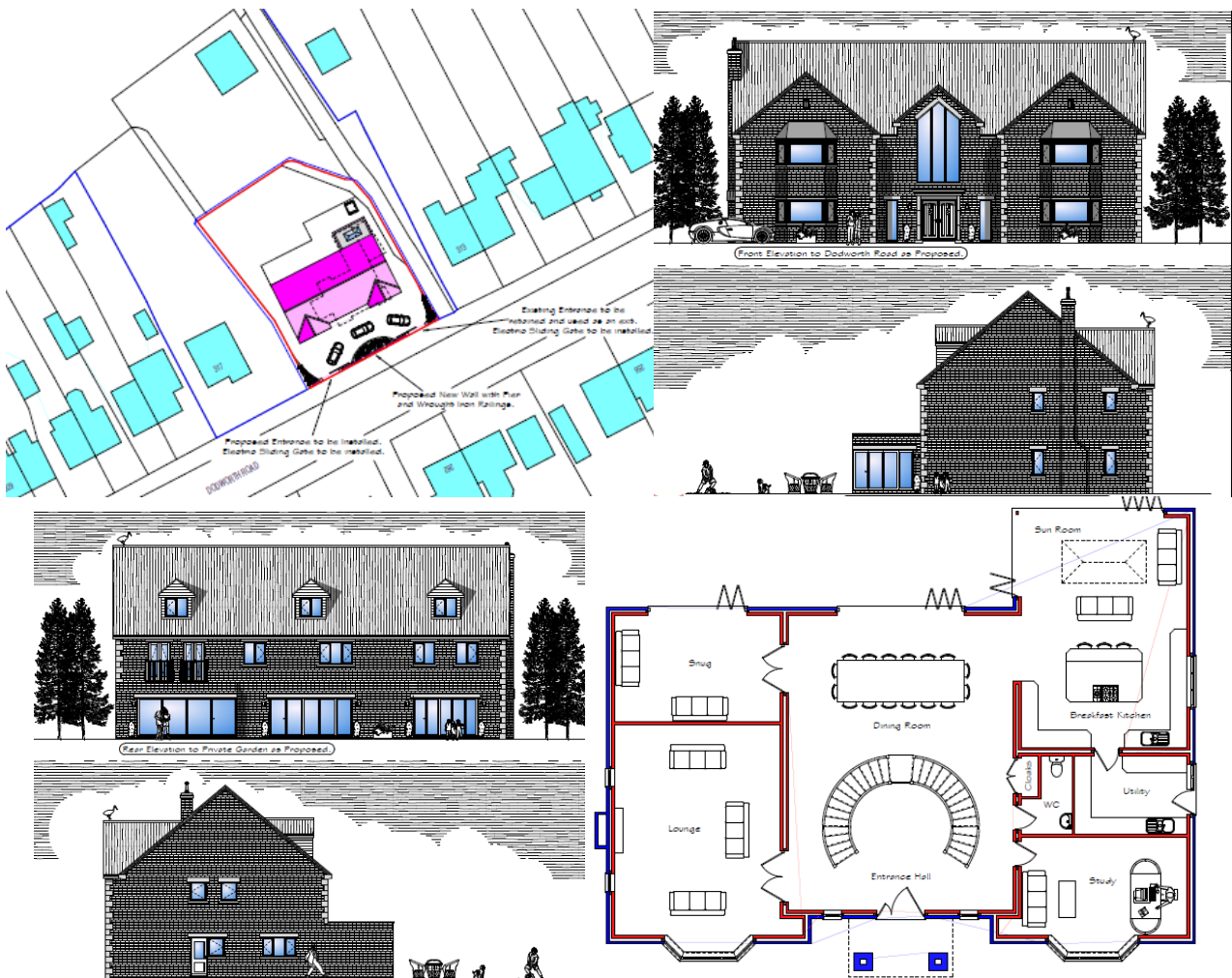
2021/0008 - Discharge of conditions 5 (boundary treatments), 6 (landscaping) & 8 (parking/manoeuvring facilities) of 2020/1228 - Conversion of existing detached garage into residential annex – approve

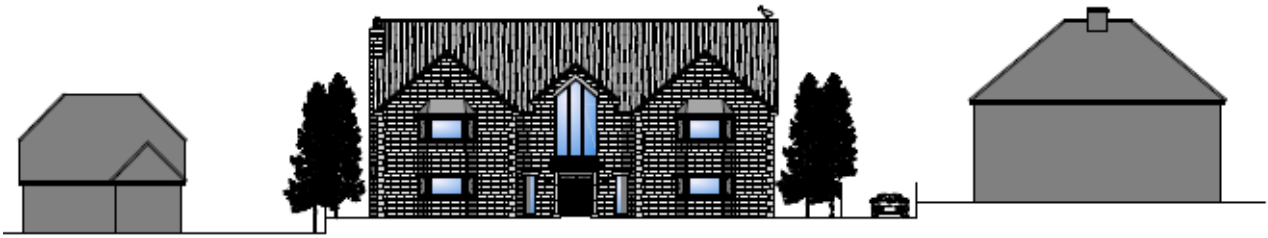
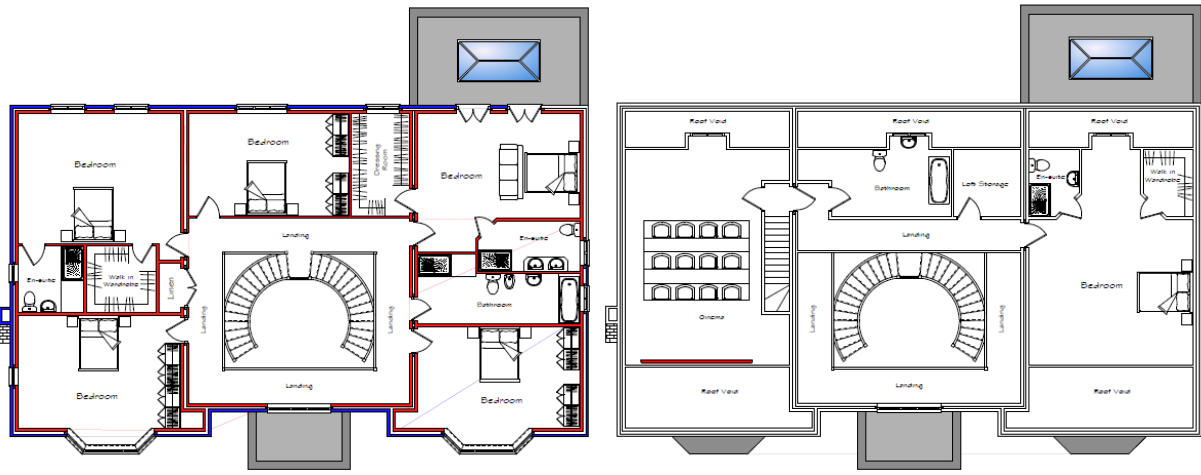
2021/0086 - Front porch to residential annex - approve

### Proposed Development

The applicant seeks permission to demolish the existing property and replace it with a 2.5 storey detached dwelling with front projecting gables and a rear single storey projection. The dwelling would accommodate a large entrance hall with dining space, a breakfast kitchen with seating area, a lounge, study, utility room and WC on the ground floor, 5no. bedrooms (2 en-suite) and bathroom on the first floor and an en-suite bedroom, bathroom and cinema room within the roof space.

To the front of the property would be a drive way with 'in' and 'out' access points served by electric gates. To the rear of the property would be an enclosed garden.





*Street Scene to Dodworth Road as Proposed.*

## 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 H9 Protection of Existing Larger Dwellings

*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*

*Policy CL1 'Contaminated and Unstable Land'*

## 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 subject to conditions

BMBC Drainage – No objections, details to be checked by Building Control

SYMAS -Object due to lack of information

The Coal Authority – object and request further information

Ward Members – No comments

## **Representations**

A site notice was erected on Dodworth Road and 11 neighbouring properties were sent notification letters. 1 no. letter of objection has been received. The main points of concern are;

- Negative impact on highway safety
- Lack of parking
- Building would not sit comfortably within the streetscene
- Design of the dwelling does not reflect existing housing stock
- Increase noise and disturbance

## 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.

The merit of the proposed scheme is assessed under the headings below;

### Residential amenity

The proposed dwelling is wider than the dwelling it would replace and would have a larger footprint and significantly greater height. However, it would be on a similar building line as the neighbouring dwellings and would be set away from their side elevations. As such, it would not significantly increase overshadowing or be an overbearing feature from within the neighbouring dwellings or their amenity spaces.

Although the dwelling is larger than the one it replaces it would not significantly increase noise and disturbance in terms of residential and vehicular activity.

There are some habitable room windows in the ground floor on the side elevations facing the neighbouring properties, however, views would be limited by boundary treatments. There is 1 no. habitable room window on the Western elevation at first floor level facing number 317, however, it serves a dual aspect room where a condition could be imposed for the side elevation window to be obscure glazed.

The proposed front elevation contains a number of habitable room windows which face the dwellings opposite, however, the separation distance to the neighbouring habitable room windows exceeds the requirements of SPD 'Design of Housing Development'. The proposed rear elevation windows would face the application properties garden area and the associated annex and parking area beyond.

In terms of the annex, the redline boundary submitted with the application excludes the annex and just includes it within a blue line boundary, however, it should be noted that the annex must remain incidental to the application property and is conditions as such under application number 2020/1228;

*The additional residential accommodation hereby approved shall be used incidentally to and in association with the existing dwelling house (315 Dodworth Road, Barnsley, S70 6PN) and shall at no time be severed therefrom to form a separate residential unit.*

*Reason: In the interests of the residential amenity enjoyed by residents, in accordance with Local Plan Policy GD1: General Development.*

### Visual Amenity

It is acknowledged that the existing flat roofed bungalow has limited architectural merit as it stands and differs in design compared to the majority of the properties along Dodworth Road. As such, there is limited defence for its retention.

However, the replacement as proposed is 5m wider than the existing dwelling (including the existing attached garage) and has a footprint which is over 120m<sup>2</sup> more than the existing which is an 85% increase in footprint alone. In addition the existing property has a flat roof with accommodation over a single floor whereas the proposed dwelling would have a full 2 stories with

a pitched roof over with further rooms within it. As such, the proposed dwelling is significantly larger than the dwelling it replaces.

As shown on the streetscene drawing the proposed dwelling is over 2.5 times the width of the dormer bungalow to the West of the site and is over 8m wider than the pair of semi detached dwellings to the West. The ridge of the proposed dwelling is also over 4m higher than the neighbouring dormer and a similar height as the semis given the semis are built on a higher level.

The immediate area contains a mix of dwelling styles, ages and sizes; however, they have a relatively modest scale and frontage, considerably smaller than the proposed dwelling. As such, the replacement dwelling would be a dominant and overbearing feature on the streetscene, totally out of character with the existing housing stock and detrimental to the visual amenity of the area, contrary to the SPD and Local Plan Policy D1. The dominance would also be exacerbated with the break in development within the streetscene given the position of access track immediately adjacent to the Western boundary of the site, not to mention the modest bungalow immediately to the West.

In addition to the scale of the dwelling, the design is also out of keeping with the area. The majority of the houses within the immediate area have modest hipped roofs and are of a simple design with modest fenestration. The proposed dwelling has a gable roof with rooms within it and a grander double frontage with 2no. projecting gables and a full height entrance hall with large glazed sections. The design would not be reflective of the dwelling which it replaces or harmonise with the existing dwellings within the immediate area. As such, it would constitute an injurious form of over-development of the site that would be out of scale with its surroundings, especially given the highly prominent gateway location (the A628 Dodworth Road being the main road between Barnsley Town Centre and M1 Junction 37).

### Highway Safety

The proposals include the creation of a new access point along with the retention of the existing site access which will become an egress point so that the site can utilise a one-way in, one-way out arrangement. Electric sliding gates are to be installed at both the entrance and exit points. The egress is shown to have sufficient width to provide the required 2m x 2m pedestrian visibility splays.

Overall, the proposals are considered to have minimal highway implications and therefore no objections are raised from a highways development management perspective.

### Coal Mining

The Coal Authority records indicate that 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 probable shallow coal mine workings. Records also indicate the presence of one recorded mine entry (shaft) within, or within 20m of the planning boundary.

The applicant has submitted some coal mining information to accompany the planning application; however, this does not adequately address the impact of coal mining legacy on the proposed development.

As such, the Coal Authority and SYMAS therefore objects to the planning application, and consider that the applicant needs to submit a Coal Mining Risk Assessment Report.

It is a requirement of the National Planning Policy Framework, paragraphs 183-184 that the applicant demonstrates to the satisfaction of the LPA that the application site is safe, stable and suitable for development. Unfortunately, the applicant has not done that in this case.

### Summary

Given the existing single storey flat roofed dwelling would be replaced with a 2.5 storey 6 bedroomed dwelling with a footprint increase of circa 85%, the development would constitute over development of the site. The dwelling would also sit within a streetscene of modest, hipped roofed properties, as such, that its scale, height and design would be architecturally inconsistent with the

character of the streetscene and development pattern of the area and would be materially harmful to the visual amenity of the locality ,contrary to SPD 'New Housing Development' and Local Plan Policy D1 'Design'.

In addition, the Coal Authority records indicate that within the application site and surrounding area there are coal mining features and hazards, however, a Coal Mining Risk Assessment has not been submitted alongside the application, therefore, the applicant has not demonstrated that the site is safe, stable and suitable for development, contrary to Local Plan Policy CL1 'Contaminated and Unstable Land' and NPPF paragraphs 183 and 184.

As a result of the comments above, the application is recommended for refusal.

## **Recommendation**

Refuse