

Mr Carl Masters

Demolition of existing bungalow and construction of 1no detached two storey dwellinghouse and associated works

22 Pennine Way, Pogmoor, Barnsley, S75 2HR

### Site Location and Description

The application relates to a detached, brick built, hipped roof bungalow located within a predominantly residential area. TO the front of the dwelling is a garden area and a driveway which leads to a single garage to the side of the dwelling. To the rear is an enclosed garden area.

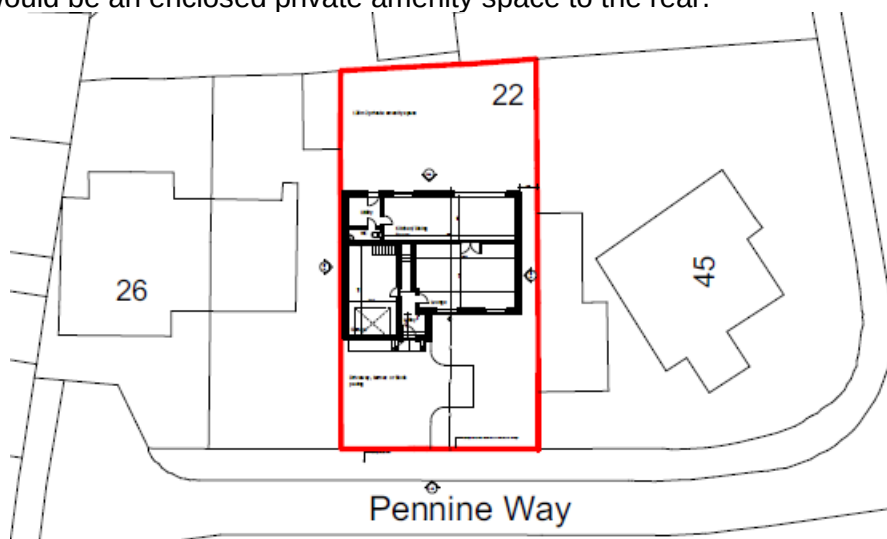
There is a neighbouring bungalow, built on a lower level, to the West of the property and a pair of 2 storey semi detached dwellings built on a higher level to the East. There are further bungalows on the opposite side of Pennine Way to the North and a detached and semi-detached dwelling beyond the rear boundary on Cotswolds Close.



### Proposed Development

The applicant seeks permission to demolish the existing bungalow and build a 2-storey detached dwelling with gables. The Dwelling would accommodate a lounge, dining kitchen, utility room, WC and integral garage on the ground floor with 6no. bedrooms (3no. en-suite) and a bathroom on the first floor.

To the front of the dwelling would be a parking and turning area for 2no. vehicles and a garden area. There would be an enclosed private amenity space 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 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*

## 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 objection details to be checked by Building Control

Demolition – No comments

Ward Members – overcrowding/overdevelopment of the site

## **Representations**

A site notice was erected on Pennine Way and 17 neighbouring properties were sent notification letters. Objections from 8no. neighbouring properties have been received. The main points of concern are;

- Loss of privacy/increased overlooking
- Impact on visual amenity
- Loss of bungalow for elderly/disabled
- No in keeping with the streetscene

- Property size is too large/imposing for the plot
- Loss of light/increased overshadowing
- Result in parking problems
- Overdevelopment of the site
- Drainage problems
- Noise, disturbance and access issues during construction

## **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.

### Residential amenity

The proposed 2 storey gable on the Eastern elevation would be built on the boundary shared with number 24. It is noted number 24 is also a 2-storey property and built on a higher level but the proposed elevation would be far greater than the existing flat roofed garage and far greater than any extension which could reasonably be expected on a modest hipped roof bungalow. In addition, the elevation would be immediately adjacent to the side elevation window of the neighbouring property which serves the kitchen. As such, the proposed development would be imposition and overbearing on that property.

The proposed dwelling would be set in slightly from the boundary with number 45 Warner Road and there is an existing outbuilding separating the 2 sites. However, number 45 is built on a lower level and has an elevation angled towards the application site. The proposed dwelling would also be highly visible from the private amenity space serving number 45. Again, the proposed dwelling would result in an overbearing feature, to the detriment of residential amenity and contrary to Local Plan Policy GD1.

There are properties beyond the rear boundary of the application site and the proposed dwelling would have several habitable room windows facing that boundary. The proposed dwelling would be on a similar building line to the existing and as with the existing bungalow the overlooking from ground floor windows could be mitigated against with boundary treatments. However, the first-floor windows would have uninterrupted views over the boundary, furthermore, the separation distance from the windows to the boundary falls short of the require 10m. As such, privacy levels would be reduced to an unreasonable degree, contrary to the SPD and Local Plan Policy GD1.

Given the lack of separation distance to neighbouring private amenity spaces, the proposed 2 storey dwelling would also be overbearing and dominant within those neighbouring garden areas.

The neighbours have raised concern that as the property has 6 bedrooms, 3no. en-suite, the property could be used as a HMO, however, given the article 4 direction in Barnsley, a change of use planning application would be required.

### Visual Amenity

It is noted that there are 2 storey dwellings immediately adjacent to the application site which are also built on a higher level. However, they are modest hipped roofed semi-detached dwellings and relate to the 2-storey hipped roof, semi detached dwellings on Limes Way beyond. It is also noted that there are 2 storey dwellings on neighbouring streets. However, Pennine Way is predominantly characterised by modest, hip roofed bungalows.

The proposed dwelling would occupy the majority of the width of the plot and would have a ridge height circa 3m higher than the existing bungalow. The mass of the roof would also be significantly increased given that it incorporates gables which extend directly up adjacent to the side boundaries, rather than hips which slope away from the boundaries and neighbouring properties. As such, the dwelling would appear imposing on the streetscene and an overdevelopment of the plot.

Although, there are modest 2 storey properties to the east, the size and scale of the proposed dwelling would be compounded when viewed against the modest bungalow to the west which is built on a lower level. There would be views of the proposed dwelling over that neighbouring bungalow when travelling up Pennine Way and also from the neighbouring Warner Road.

It is acknowledged that hip to gable conversions are often permitted development and it is also recognised there are some gables evident in surrounding streets, however, the overwhelming character of Pennine Way is of modest hipped roofed dwellings, predominantly bungalows. In addition, both properties either side of the application property incorporate hips. The proposed dwelling, given its size, scale and design would not sit comfortably within the streetscene or relate sympathetically to the neighbouring dwellings, to the detriment of visual amenity and contrary to Local Plan Policy D1 and the SPD.

The frontage of the dwelling would not sit comfortably within the streetscene in terms of its design and width. The front projecting gable is not common within the streetscene and the majority of the neighbouring dwellings have a maximum of 2 openings on each floor fronting the highway, the proposed dwelling has 4 at first floor and 4 at ground floor, as such, its width is out of character and the dwelling would appear an alien feature. The plot, and the street as a whole, is not compatible with 6 bedroomed properties of this scale.

#### Highway Safety

Although the property would have 6 bedrooms, the SPD 'Parking' requirement is for 2no. spaces which the proposal would incorporate. As such, highways have not objected to the proposal.

#### **Recommendation**

Refuse