

2022/0281

Mr Ian Nutt

Erection of two storey detached dwelling

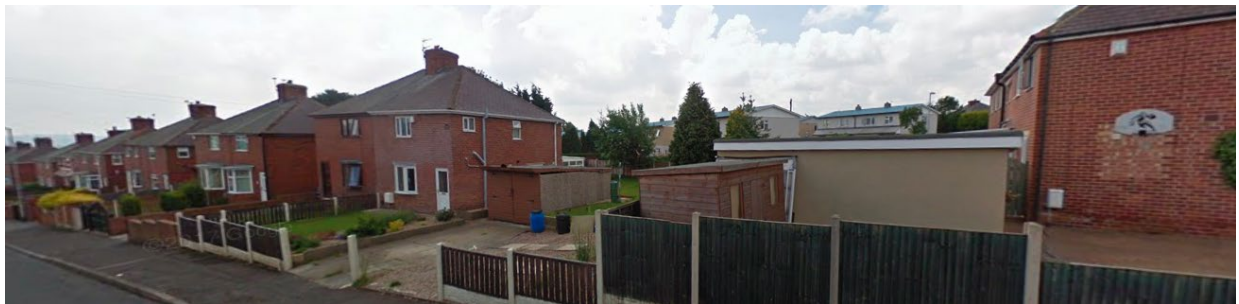
18 Bretton Road, Kexbrough, Barnsley, S75 5JZ

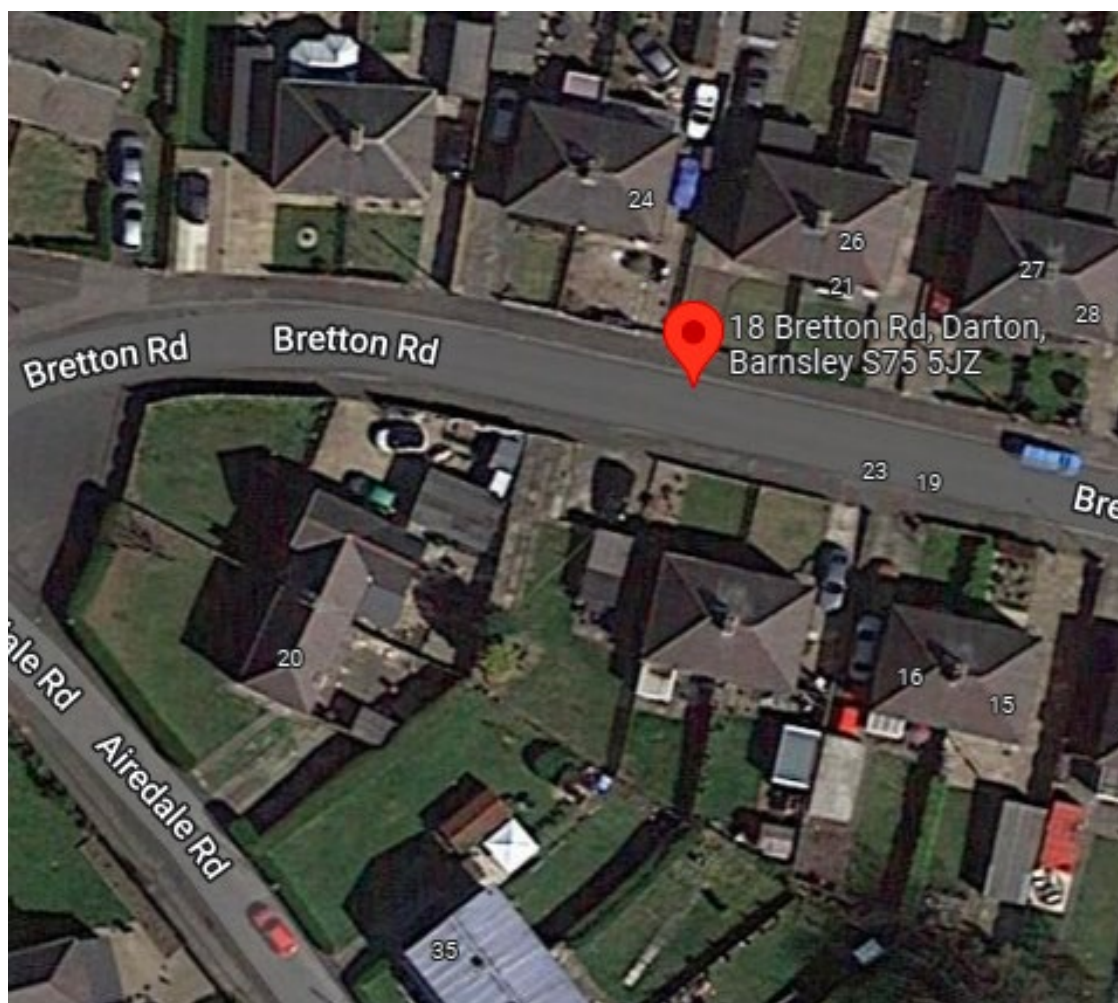
No Planning History

Description

The site is currently used as a side garden and parking area to number 18 Bretton Road, Kexbrough. The site is surrounded by residential properties, with number 18 Bretton Road directly to the east, numbers 19 and 20 Bretton Road to the west and number 35 Airedale Road to the south. Bretton Road slopes up towards the west resulting in number 19 to the west being set at a slightly higher level.

The immediate street scene consists of hipped roofed semi-detached dwellings, with pitched roof semi-detached dwellings set of Airedale Road. The existing properties have front garden areas and the majority of the dwellings have driveways and parking to the sides.





Proposed Development

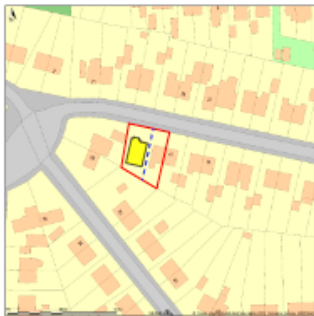
The application proposes the erection of a two storey detached dwelling within the side garden of number 18 Bretton Road. The site layout shows the plot split in two with a parking area shown to the front of the proposed dwelling. Amended plans have been received during the processing of the application which show two parking spaces set to the front of the existing dwelling.

The dwelling is designed with a pitched roof and a front facing gable element with a bay window at ground floor. The proposed dwelling is provided with a rear garden area of approximately 41sqm and the existing dwelling, number 18 has been left with approximately 54sqm of rear garden.

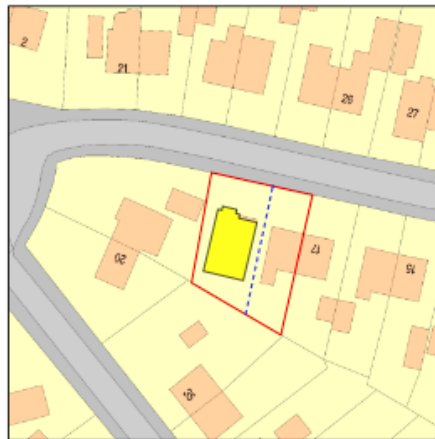
The proposed dwelling is sited within 3m of the boundary with the adjacent rear garden to number 35 Airedale Road and approximately 16.5m from the habitable room windows of this dwelling.



18, Breton Road, Kexbrough, Barnsley, S75 5JZ



1 Location Plan (Existing)
Scale: 1:1250



2 Site Plan (Existing)
Scale: 1:500

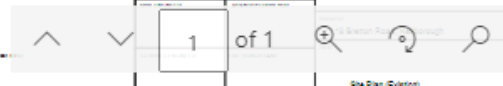
LEGEND

- Legal Site Boundary
- Proposed Development
- Potential Division Line

1. This drawing is a preliminary design and should not be used for construction purposes without the approval of the relevant authorities.

2. The drawing is a preliminary design and should not be used for construction purposes without the approval of the relevant authorities.

3. The drawing is a preliminary design and should not be used for construction purposes without the approval of the relevant authorities.

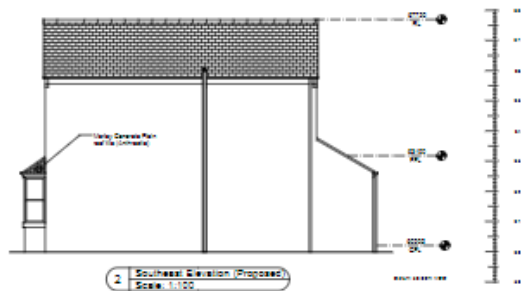


Site Plan (Existing)

KLEIN & PARTNERS ARCHITECTS			
20/01/2022	20/01/2022	20/01/2022	20/01/2022
20/01/2022	20/01/2022	20/01/2022	20/01/2022
Preliminary Issue - Not for Construction			



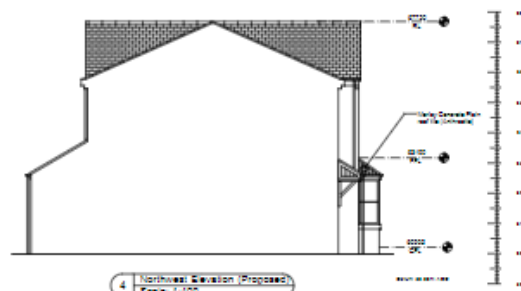
1 Northeast Elevation (Proposed)
Scale: 1:100



2 Southeast Elevation (Proposed)
Scale: 1:100



3 Southwest Elevation (Proposed)
Scale: 1:100



4 Northwest Elevation (Proposed)
Scale: 1:100

NOTES

- WALLS
 - External New Charnock Sandstone facing brick
- ROOF
 - Existing Modern concrete rafters (timber) unless otherwise stated
- FLOORING
 - White UPVC
- RAINFALL GOODS
 - Black UPVC
- WINDOWS AND DOORS
 - White UPVC

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20/01/2022	20/01/2022	20/01/2022	20/01/2022
20/01/2022	20/01/2022	20/01/2022	20/01/2022
Preliminary Issue - Not for Construction			

Elevations (Proposed)

KLEIN & PARTNERS ARCHITECTS			
20/01/2022	20/01/2022	20/01/2022	20/01/2022
20/01/2022	20/01/2022	20/01/2022	20/01/2022
Preliminary Issue - Not for Construction			

-Design of Housing Development
-Parking

Other

South Yorkshire Residential Design Guide

NPPF

The National Planning Policy Framework 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.

Consultations

Highways – Further detail required for parking provision for the existing dwelling

Drainage – Details to be checked by Building Control

Yorkshire Water – No comments received

Ward Councillors – No comments received

Pollution Control – No objection subject to conditions

Representations

5 objections have been received which raise the following concerns:-

- Loss of view/outlook
- The development would look an eyesore
- Loss of light/overshadowing impact
- The dwelling would not fit in with the other properties and is too modern
- The property is detached and the other dwellings are semis
- The dwelling is close to the current property
- Overlooking/loss of privacy
- The dwelling has little or no garden
- Parking and highway safety issues
- No details of parking to number 18
- Additional activity at the site
- Impact on drainage/sewerage
- Impact during construction

Assessment

Material Consideration

Principle of Development

Residential Amenity

Design and Layout

Highway Safety

Principle of Development

The site is located within an area of Urban Fabric where Local Plan Policies GD1 'General Development' and H4 'Residential Development on Small Non-allocated Sites' apply. These require that development should be compatible with its surroundings, in this case the street is purely residential and as such the use of the site for residential uses would be in keeping with the locality.

Residential Amenity

As this is an infill plot one of the main considerations would be the impact of the proposal upon the residential amenity of the surrounding residential properties. Objections have been received from neighbouring residents with regard to the impact of the proposal upon residential amenity by way of disturbance, overshadowing and overlooking impact. The SPD Designing New Housing Development states that 'in order to ensure adequate levels of privacy are provided/ maintained, to ensure residential development does not result in unacceptable levels of overshadowing or loss of outlook and in order to provide adequate amenity space, development will usually be expected to comply with the external spacing standards.'

In terms of privacy and overlooking from existing and proposed windows, the site is a small plot set to the side of number 18 Bretton Road, and due to this; the site is overlooked in close proximity by habitable room windows from number 35 Airedale Road and number 19 and 20 Bretton Road. The proposed dwelling would be sited approximately 3m from the rear boundary with number 35 Airedale Road and would result in significant overlooking and a loss of privacy to this rear garden. The SPD Designing New Housing Development states that habitable room windows should be a minimum of 10m from any proposed private garden which they would face; and given the site limitations this distance is not possible.

The main windows would face north and south. The SPD states that there should be a minimum of 12m between a blank gable and habitable room windows and 21m between habitable room windows of the proposed dwelling and of adjacent dwellings. The submitted layout plan shows that there would be only 8-11m from the habitable room windows of number 19 Bretton Road to the side of the proposed dwelling. This would result in significant overbearing impact to the windows of number 19. The proposed rear habitable room windows of the dwelling would also be set within 17m of number 35 Airedale Road, which is significantly less than the 21m recommended with the SPD.

In addition to the overlooking aspect, the existing residents of the dwellings which surround the site would experience a material increase in the amount of noise and disturbance, due to the additional activity and vehicular traffic associated with the proposed new dwelling in close proximity. The constrained nature of the site and its position and proximity to the adjacent dwellings would mean that a dwelling cannot be positioned on the site in a manner that would be consistent with the character of the street scene whilst also according with the Council's minimum separation distances, as set out in Supplementary Planning Document: Designing New Housing Development.

The SPD and South Yorkshire Residential Design Guide also provides guidance in relation to amenity areas and states that 'rear gardens of proposed dwellings should be at least 50sqm in the case of two bedroom houses/bungalows and 60sqm for houses/bungalows with three or more bedrooms.' The proposed and existing dwelling have 3 bedrooms therefore would require a minimum of 60sqm of garden area. The proposed dwelling has been provided with approximately 40sqm and the existing dwelling, number 18 would be left with approximately 54sqm which is significantly less than recommended and would not provide sufficient amenity areas, contrary to the SPD and SYRDG.

The proposal therefore represents an undesirable form of infill development, which, would be materially detrimental to the amenities of the future occupiers and adjacent residents. In such regards the proposal is contrary to Policies GD1 and the Council's Supplementary Planning Document 'Designing New Housing Development' and The South Yorkshire Residential Design Guide.

Design and Layout

Developments on infill sites should, in accordance with the guidance contained in the SPD contribute to the character and appearance of an area. In particular, new buildings should follow existing building lines and respect the existing pattern of development. The immediate street scene consists of hipped roofed semi-detached dwellings, with pitched roof semi-detached dwellings set of Airedale Road. The existing properties have front garden areas and the majority of the dwellings have driveways and parking to the sides.

The application proposes the erection of a two storey detached dwelling within the side garden of number 18 Bretton Road. The site layout shows the plot split in two with a parking area shown to the front of the proposed dwelling. The dwelling is designed with a pitched roof and a front facing gable element with a bay window at ground floor. As the dwelling is detached it would appear at odds with the surrounding semi-detached dwellings. In addition the design of the dwelling with its pitched roof and front facing gable would not appear in keeping with the simple hipped roof dwellings adjacent on Bretton Road. The proposed dwelling would have parking set to the front of the dwelling and in order to provide sufficient parking spaces, parking would occur to the front of number 18 which would not fit in with the character of the street scene given that the existing dwellings have parking and driveways to the side of the properties. Given the limited size of the plot and the scale of the proposed dwelling put forward, the dwelling would appear cramped within the plot with very little space left between the proposed dwelling and number 18,

The proposed dwelling would therefore be contrary to Local Plan Policies GD1 and D1, the Council's Supplementary Planning Document 'Designing New Housing Development' in that the design and size of the dwelling would not reflect the character of the surrounding properties and would appear cramped within this restricted site. The proposal therefore represents an undesirable form of infill development and as a consequence, would emerge as an unduly intrusive feature in the street scene to the detriment of visual amenity.

Highway Safety

The highways section have been consulted and have raised the following concerns:- 'The proposed dwelling includes adequate off-street parking provision to the front of the house and the parking area achieves the required pedestrian intervisibility splays. No details are given regarding the parking arrangements for the existing dwelling no.18. The creation of the new dwelling would result in the loss of off-street parking provision which is to the side of the property. If it is intended to create a new parking area to the front of no.18 such details should be provided.'

Further plans have been requested to show the proposed parking to the existing dwelling and an amended plan has been received. The parking spaces meet the required size standards and provide 2 spaces per dwelling in line with the SPD Parking. The proposal is considered to be acceptable in terms of highway safety in accordance with policy T4 of the Local Plan.

Drainage

Neighbouring residents have raised concerns with regard to the impact of the proposal upon the drainage/sewerage system, however the Drainage Officer has raised no concerns and considers that drainage plans can be checked by Building Control.

Recommendation

Refuse