
2021/0398

Mr R Hirst

Erection of 1 no. detached dwelling

Land adjacent to 53 Copeland Road, Wombwell, Barnsley, S73 8TF

Site description

The site is an infill plot which currently forms part of the side curtilage of 53 Copeland road, Wombwell, The site itself is currently a grassed garden featuring a small conifer tree in the middle which is bordered by a mid-height red brick wall to the front, adjacent to Copeland road.

The site lies within the urban fabric just off Hough Lane which is the main through route into Wombwell Town Centre from Wombwell train station and other surrounding towns and villages in the Borough to the West. The surrounding properties are predominantly comprised of residential dwellings with the surrounding street scene being characterised by bricked semi-detached dwellings on the Northern side of the street as the application site. The dwellings adjacent on the Southern side are bungalows, which are also constructed of brick materials. The semi-detached properties all feature some form of off-street parking, with the vast majority to the side.

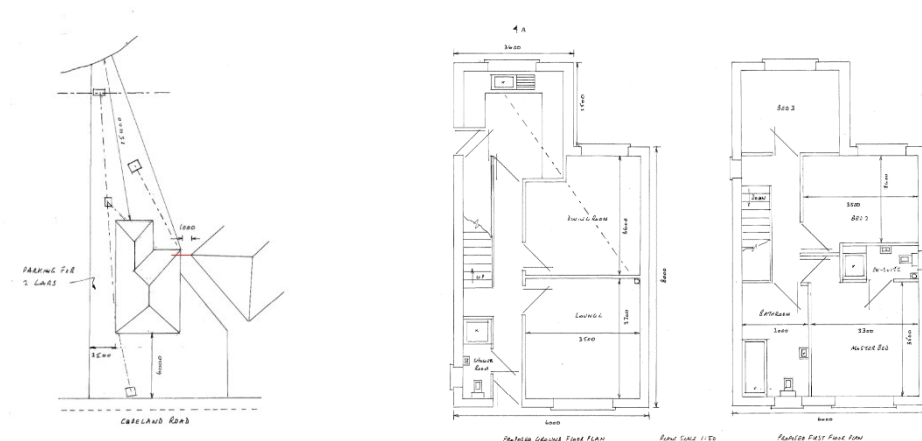


Relevant Planning History

2019/0267: Outline application for one detached dwelling (access and layout under consideration) – Approved with conditions June 2019
2019/1110 – Erection of 1no detached dwelling – Approved with conditions Dec 2019

Proposed Development

The applicant is seeking approval for the erection of a detached two-storey dwelling, laid out in a traditional manner with associated access and two off-street parking spaces. The site currently has permission for the erection of a similarly sized dwelling. The proposal is an amended scheme showing the following changes to that most recently approved with the partial re-siting and reduction in width of the property, as approved.



Policy Context

Planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise and the NPPF does not change the statutory status of the development plan as the starting point for decision making.

Local Plan

The site is allocated as Urban Fabric within the Local Plan Proposals Maps and therefore the following policies are relevant:

Policy H4 Residential Development on Small Non-allocated Sites

Proposals for residential development on sites below 0.4 hectares (including conversions of existing buildings and creating dwellings above shops) will be allowed where the proposal complies with other relevant policies in the Plan.

Policy GD1 General Development

Proposals for development will be approved if, amongst others, there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents;

The supporting text to Policy GD1 states:

Further detail on some of these issues is set out in Policy D1 Design which sets the overarching design principles for the borough, and associated Supplementary Planning Documents on Residential Amenity and the Siting of Buildings, Designing New Housing Development and Advertisements.

We want to make sure that the living conditions and residential amenity of people are

protected, that development is set within high quality landscaping and that land is used efficiently by making sure that new development does not reduce development opportunities on neighbouring land.

We will assess impact on living conditions and residential amenity in relation to:

- Noise, smell, dust, vibration, light, air, surface water, groundwater or other pollution and disturbance from any proposed activity, including traffic related noise and the comings and goings of visitors to premises particularly when late evening activity is involved.
- Planning conditions will be used to control the construction process;
- Overlooking and privacy;
- Outlook from dwellings including consideration of whether structures in close proximity to windows are considered visually over dominant. However, consideration does not extend to the protection of a person's particular view from a property as this is not a material planning consideration;
- Daylight/sunlight and overshadowing; and
- Landscaping and boundary treatments.

Policy D1 High Quality Design and Place Making

Development is expected to be of high quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and features of Barnsley. Through its layout and design development should, amongst others contribute to place making and be of high quality, that contributes to a healthy, safe and sustainable environment;

The supporting text to Policy D1 states:

Development should take account of the following design standards and guidance (and any future updates of these) which will be used (but not exclusively) to help assess the quality of design:

- Building for Life 12 (for residential developments of 10 or more dwellings).
- Secured By Design/ Safer Places- the Planning System and Crime Prevention.
- Manual for Streets (for residential developments).
- Manual for Streets 2- Wider Application of the Principles (which takes this guidance beyond just residential developments).
- The South Yorkshire Residential Design Guide.

Policy T3 New Development and Sustainable Travel

Policy T4 New development and Transport Safety

Policy Poll1 Pollution Control and Protection

SPDs/SPGs

Supplementary Planning Document – Design New Housing Development

Supplementary Planning Document – Residential Amenity and Siting of Buildings

Supplementary Planning Document – Parking

The South Yorkshire Residential Design Guide (SYRDG)

National Planning Policy Framework

The National Planning Policy Framework sets out the Governments 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.

Chapter 12, Paragraph 130 states that:

Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Consultations

Highways DC – no comments received but raised no objections to previous application.

Drainage – no objections happy for works to be considered by Building Control

Yorkshire Water – No comments received; however, comments were made on the earlier application 2019/1110 which reiterated those made on the previous application

Pollution Control – No objections subject to conditions

Ward Councillors – No comments received.

Representations

Neighbour notification letters were sent to the surrounding residents and a site notice was posted adjacent to the site; no representations have been received.

Assessment

Principle of development

The site is designated Urban Fabric in the Local Plan and is within Urban Barnsley which is the main focus for housing growth. Policy H4 - Residential Development on Small Non-allocated Sites states that proposals for residential development on sites below 0.4 hectares (including conversions of existing buildings and creating dwellings above shops) will be allowed where the proposal complies with other relevant policies in the Plan.

The site has an extend planning permission for one dwelling on the site so the principle of residential development has already been established. Furthermore, the site is an infill development in part of the side curtilage of 53 Copeland Road, Wombwell. Given its surroundings, the proposal is considered acceptable in principle subject to it being in compliance with national and local policies, in particular SPD: Designing new housing development.

Residential Amenity

The previous application 2019/1110 considered that the principle of development of the site and the siting of the dwelling was regarded as acceptable. It is acknowledged that this application alters the siting of the dwelling, albeit minimally.

The dwelling is sited in the side garden of no 53 and will have a close relationship with this property.

The general location and sizing is similar to that approved with the main alterations being the width of the dwelling being reduced by 1m, an increase in the front garden depth by 0.5m, this reduction has resulted in the rear elevation of the proposed dwelling being located 0.5m beyond the rear corner of the neighbouring dwelling 53 Copeland Road.

It is acknowledged that the re-siting of the proposed dwelling could result in some increase in overshadowing of no 53, however the proposal is located to the north and given the minimal projection it is not considered to result in overshadowing to a detrimental level, significant enough to warrant a refusal of the application.

Whilst there are concerns in regard to the dwelling having overbearing impact, given how close these two properties will be, the site is tight and there is a balance that needs to be reached to achieve suitable off-street parking to the side. Re-siting the proposed dwelling further north would have had an impact upon locating parking to the front which is not desirable from a design perspective.

No. 53 has a first floor side elevation window which would face onto the proposed dwelling however this serves a non-habitable room in the shape of a landing and a small separation distance is retained (approximately 2.3m), in addition no 53 is set at an angle to the proposed dwelling.

In relation to the impact on no 51, the proposed dwelling would be separated from the side elevation of the property by the driveways associated with the respective properties, resulting in a separation of approximately 5m, and whilst there is a window located on the side elevation of this property, it serves a landing window and not a habitable room. The proposal and the rearwards projection would be located to the south of the neighbouring property; however, it does not project significantly beyond the rear elevation and it is considered not to have a significant detrimental impact by means of overshadowing or loss of outlook.

With regards to the residential amenity of the future occupants of the proposed dwelling; the property is proportioned with the overall floor area of the property exceeding the technical guidelines set out in the South Yorkshire Residential Design Guide for a 3 bedroom property

It is acknowledged that not all the rooms meet the requirements of the SYRDG however, these rooms fall minimally short and a small alteration to the internal walls would result in the rooms meeting the requirements. It is therefore considered that on balance the proposed dwelling would not have a detrimental impact on the amenity of the future occupiers of the dwelling and as such is considered acceptable.

The garden area is unusually shaped and is fairly small given the nature of the infill plot but it is in excess of 60sqm as recommended within the SPD: Designing Housing Development. The habitable room windows on the front elevation will be located at a distance of 27m from the immediately adjacent bungalows which meets and exceeds the minimum separation of 21m distance between habitable room windows. At least 10m is retained from the rear facing windows/rear elevation to the rear boundary line.

All in all, the site is fairly tight but it is of a sufficient size to accommodate an average detached dwelling such as this and it is therefore considered that the proposed development is in compliance with Local Plan Policy GD1 and SPD: Designing Housing Development and is acceptable in terms of residential amenity.

Design & Visual Amenity

Local Plan Policy D1 emphasises the importance of retaining the character of the area and protecting the street scene when considering proposals for new dwellings on small infill plots.

The eastern side of Copeland Road is characterised by red brick semi-detached dwellings with hipped roof designs. Clearly, as this dwelling is detached, it does not reflect the development pattern of the area. However, given the plot is located between a pair of semi detached properties directly fronting the highway and a pair set at an angle to it, lessens the obviousness which size of the infill plot is fairly limited, the site is not large enough to adequately allow for two semi-detached properties to fit onto this plot.

The overall size and structure of the property is considered to be suitable on this plot and it fits into the street scene fairly successfully and is therefore in keeping with the rest of the properties located on Copeland Road.

All in all, the amended proposal is considered to be suitable in this location and is considered to be in compliance with Local Plan Policy D1: High Quality and Place Making and SPD: Designing Housing Development and is acceptable in terms of design and visual amenity.

Highway Safety

Highways were consulted on the application, however no comments were received; given that they raised no objections to the same parking and access layout on the previous application, it is considered their comments still stand.

The development and the required number of parking spaces can be provided in accordance with the requirements of Supplementary Planning Document, Parking, in addition the development can be absorbed on the local highway network without giving rise to any problems and as such complies with Local Plan policy T4

Drainage

Highways drainage have been consulted and have raised no objection to the proposal and are happy for details to be checked by Building Control. Yorkshire Water were consulted, however no comments were received. They did however comment on the previous application and therefore it is considered appropriate to include the conditions requested in the earlier applications.

Conclusion

It is considered that the scheme put forward complies with Local Plan Policies H4, GD1 and Poll1 and the guidance within Supplementary Planning Document – Design of New Housing Development and South Yorkshire Residential Design Guide.

Recommendation

Approve with conditions

