

**Report of the Chief Executive**

<b>APPLICATION NUMBER:</b>	<b>21/00005/FUL</b>
<b>LOCATION:</b>	<b>42 Greenhills Road, Eastwood, Nottinghamshire, NG16 3DG</b>
<b>PROPOSAL:</b>	<b>Construct dwelling with vehicle access and car parking, re-siting of gates and dropped kerbs</b>

This application has been called to Planning Committee by Cllr J Parker.

1 Executive Summary

- 1.1 This application seeks permission to construct a detached dwelling to the east of no. 42 Greenhills Road, on the corner of Greenhills Road and Moorfields Avenue. The proposed dwelling is a 2 storey detached dwelling to be constructed using bricks and tiles.
- 1.2 One objection to the proposal has been received, with the main reasons for objection relating to the impact of the proposal on the character of the surrounding area.
- 1.3 The application site is not covered by any site specific planning policy and therefore the main considerations relate to the design and appearance of the proposed dwelling, its impact on neighbouring amenity, and its impact on highway safety.
- 1.4 The proposed dwelling would be sited on a corner plot, with the existing dwelling at no. 42 being set well back from the corner, as is the dwelling to the east side of the junction, no. 44 Greenhills Road. The proposal would therefore result in the loss of an open corner, which is considered to be an important feature in the street scene, making a positive contribution to the character of the area. The proposed dwelling would also have a relatively small rear garden, and result in the existing property at no. 42 also having a smaller rear garden than the existing dwelling and the neighbouring properties along this section of Greenhills Road. It is therefore considered that the proposal would result in an over-intensive form of development, resulting in a cramped appearance that would be harmful to the street scene and out of keeping with the character of the area.
- 1.5 It is considered that the proposal would not result in an unacceptable loss of amenity for the residents of any neighbouring properties, and would not have an unacceptable impact on highways safety.
- 1.6 On balance, it is considered that the harm caused as a result of the siting of the proposed dwelling, on the street scene and the character of the surrounding area, outweighs any benefits of the proposal. It is therefore recommended that planning permission is refused in accordance with the resolution in the appendix.

## APPENDIX

## 1 Details of the Application

- 1.1 This application seeks permission to construct a three bedroom, hipped roof, detached dwelling to the east of 42 Greenhills Road, on the corner of Greenhills Road and Moorfields Avenue. The proposal includes a new parking space to the rear, requiring an extension to the existing dropped kerb, and with a new timber gate to secure the parking area.

## 2 Site and surroundings

- 2.1 The application site is formed of land associated with 42 Greenhills Road, a two-storey, semi-detached residential dwelling. The site is currently used as the parking area for the host dwelling, with the proposal indicating that the parking will now be to the front of no. 42, subject to a new dropped kerb being installed. The application site is set within a residential area, largely surrounded by residential properties. The site is bordered by a hedge along the east boundary with Moorfields Avenue. The land slopes up slightly to the rear of the site and there is a garage to the rear, which is proposed to be retained with no. 42.

## 3 Relevant Planning History

- 3.1 There is no relevant planning history for the application site.

## 4 Relevant Policies and Guidance

### 4.1 **Greater Nottingham Aligned Core Strategies Part 1 Local Plan 2014:**

- 4.1.1 The Council adopted the Core Strategy (CS) on 17 September 2014.

- Policy A: Presumption in Favour of Sustainable Development
- Policy 2: The Spatial Strategy
- Policy 8: Housing Size, Mix and Choice
- Policy 10: Design and Enhancing Local Identity

### 4.2 **Part 2 Local Plan 2019**

- Policy 15: Housing size, mix and choice
- Policy 17: Place-making, design and amenity

### 4.3 **National Planning Policy Framework (NPPF) 2019:**

- Section 2 – Achieving Sustainable Development.
- Section 4 – Decision-making.
- Section 12 – Achieving well-designed places.

## 5 Consultations

### 5.1 **Nottinghamshire County Council Highways Authority:**

No objection subject to conditions. It is also noted that there is a telegraph pole where the access is to be installed, and the applicant will have to contact the relevant parties to have this relocated.

### 5.2 **The Coal Authority:**

No objection subject to condition requiring further site investigations prior to the commencement of development.

### 5.3 **The Council's Waste and Recycling Manager:**

No objection. Developer to purchase first time provision of bins.

### 5.4 Seven properties either adjoining or opposite the site were consulted and a site notice was displayed. Two responses have been received, one of which raised no objection, and one of which objects to the proposal. The reasons for objection can be summarised as follows:

- Over-intensive development and cramped layout.
- Proposed dwelling would sit forward of the building line on Moorfields Avenue and would result in the loss of an open corner which is an important characteristic of the built form on Greenhills Road.
- The dwelling would be so close to the highway that the front door would almost open directly onto the pavement.
- The existing dwelling would be left with a very small rear garden.
- There is no reason why the existing garage should not be utilised by the new house if planning permission is granted. It may be being used for commercial use.

## 6 Assessment

### 6.1 The application site is not covered by any site specific planning policy. The main issues for considerations for this proposal are therefore the design and appearance of the proposed dwelling, it's impact on neighbouring amenity, and impact on highway safety.

### 6.2 **Design**

#### 6.2.1 The existing dwelling at no. 42 is set in from the corner of the site, resulting in an open corner on the junction of Greenhills Road and Moorfields Avenue. No. 44 Greenhills Road, to the east side of the junction, is also set back, again resulting in an open corner on the junction. The surrounding area is reasonably densely populated, with the street scene made up of a mix of detached and semi-detached dwellings. It is considered that the open corners are an important feature in breaking up the street scene, and contribute positively to the character of the area.

6.2.2 The proposed dwelling would be set in approximately 0.9m from the edge of the highway, resulting in the complete loss of this open corner. It is considered that this would result in significant harm to the street scene, resulting in a negative impact on the character of the surrounding area. Due to the proximity of the dwelling to the highway on the east side of the site it is considered that this would result in a cramped and over-intensive form of development that would not be in keeping with the character of the surrounding area.

6.2.3 During discussions with the agent throughout the process of this application, he has highlighted instances of open corners in the surrounding area being impacted by development. Notably the agent has identified a double garage built at no. 88 Greenhills Avenue, and the dwelling built at no. 92 Greenhills Avenue.



No. 88 Greenhills Avenue



No. 92 Greenhills Avenue

6.2.4 In the case of the garage at no. 88, this is an ancillary structure attached to the host dwelling. It is single storey in height and clearly subservient to the main dwelling. This is therefore not considered comparable to a new detached dwelling. No. 92 was granted planning permission in 2006 (planning reference 06/00669/FUL). The new dwelling constructed is set further in from the highway, allowing some element of openness on the corner to be retained. In both instances the developments are not situated within the area immediately surrounding the application site, and therefore cannot be considered to contribute to the character of the area surrounding the application property. Furthermore, taking into account the historic nature of the planning application for no. 92, approved under a historic Local Plan and superseded national planning policy, it is not considered the granting of permission for this dwelling has any material impact on the consideration of this application.

6.2.5 In order to accommodate sufficient parking at the proposed dwelling, the rear garden of the neighbouring garden will need to be sectioned off, reducing its overall length. When taking into account the existing garage to the rear, the garden at no. 42 is reasonably large, in keeping with the neighbouring properties at nos. 36, 38 and 40, as well as those to the east side of Moorfields Avenue. The reduced length

of the garden at no. 42, along with the limited garden to be provided with the application property is considered to be out of keeping with the pattern of development in the surrounding area, and as such is not supported.

6.2.6 Concerns have been raised that the proposed dwelling would sit forward of the established building line on the east side of Moorfields Avenue. Whilst this is the case, the existing garage for no. 42 is also forward of the building line, and this along with the distance between the proposed dwelling and the first dwelling on Moorfields Avenue is considered to result in a sufficient break for this not to be considered a reason for refusal.

6.2.7 In terms of the design of the proposed dwelling, it has a reasonably simple and traditional appearance with a hipped roof and openings that are in keeping with the neighbouring property at no. 42. However, taking into account the impact of the proposal on the street scene and character of the area, these are considered to be neutral points in an application that is on balance considered unacceptable due to its harmful impact on the street scene and being out of keeping with the character of the area.

### 6.3 **Amenity**

6.3.1 The proposed dwelling would be approximately in line with the rear of no. 42 Greenhills Road, and would be a 2 storey dwelling of a similar size. It is therefore considered that the proposed dwelling would not result in an unacceptable loss of light, or sense of enclosure for the residents at no. 42. It is also considered the proposed dwelling would not result in an unacceptable loss of privacy for the residents of the neighbouring property, with the relationship between the rear of the two dwellings being similar to that currently experienced along this part of the street.

6.3.2 The proposed dwelling would be approximately 20m from no. 1 Moorfields Avenue to the rear, which is positioned beyond the existing garage to the rear of the application site. No. 1 is positioned perpendicular to the proposed dwelling, and is a single storey property. It is considered that the proposed separation distance is sufficient to ensure the proposed dwelling would not result in an unacceptable loss of amenity for the residents of the neighbouring property to the rear.

6.3.3 The application site occupies a corner plot, and therefore there are no directly neighbouring properties to the east of the application site. The proposed dwelling would be approximately 14m from the nearest neighbouring property to the east, no. 44 Greenhills Road, and this is considered a sufficient separation distance to ensure it would not result in an unacceptable loss of amenity for the residents of the neighbouring property.

6.3.4 Overall, it is considered that the proposed dwelling would not result in an unacceptable loss of amenity for the residents of any neighbouring properties.

### 6.4 **Access**

6.4.1 The Highways Authority has raised no objection to the proposal. The proposed dwelling would result in the loss of the existing parking area for no. 42 Greenhills Road, which is proposed to be relocated to the front of no. 42, requiring a dropped

kerb being developed. Greenhills Road is not a classified road and this would therefore not require planning permission. There is sufficient space to the front of No. 42 to accommodate parking for two cars, although as noted by the Highways Authority, this would require the removal of the telegraph pole, which would be the responsibility of the applicant.

6.4.2 The proposed parking for the new dwelling would be to the rear of the property, and accessed off Moorfields Avenue. Moorfields Avenue is a relatively quiet cul-de-sac, and it is considered the proposed access would not result in an unacceptable loss of highway safety. The addition of a single dwelling is also not considered to result in a significant increase in journeys to and from the area, and therefore is not considered to have an adverse impact on traffic in the surrounding area.

6.4.3 Overall, it is considered that the proposal would not result in an unacceptable impact on highways safety for the surrounding area.

## 6.5 **Other Matters**

6.5.1 Objections have been raised on the grounds that the garage should remain associated with no. 42, and that it may be being used for commercial purposes. There is no requirement for the application property to have a garage and therefore whether or not the garage is included with the application property is not a material consideration. With respect to the garage being used for commercial purposes, there is no evidence to suggest this is the case. If such evidence was to be provided, this could be investigated by the Planning Enforcement Team. Notwithstanding this, it would not be a material consideration in the determination of this application.

## 7 Planning Balance

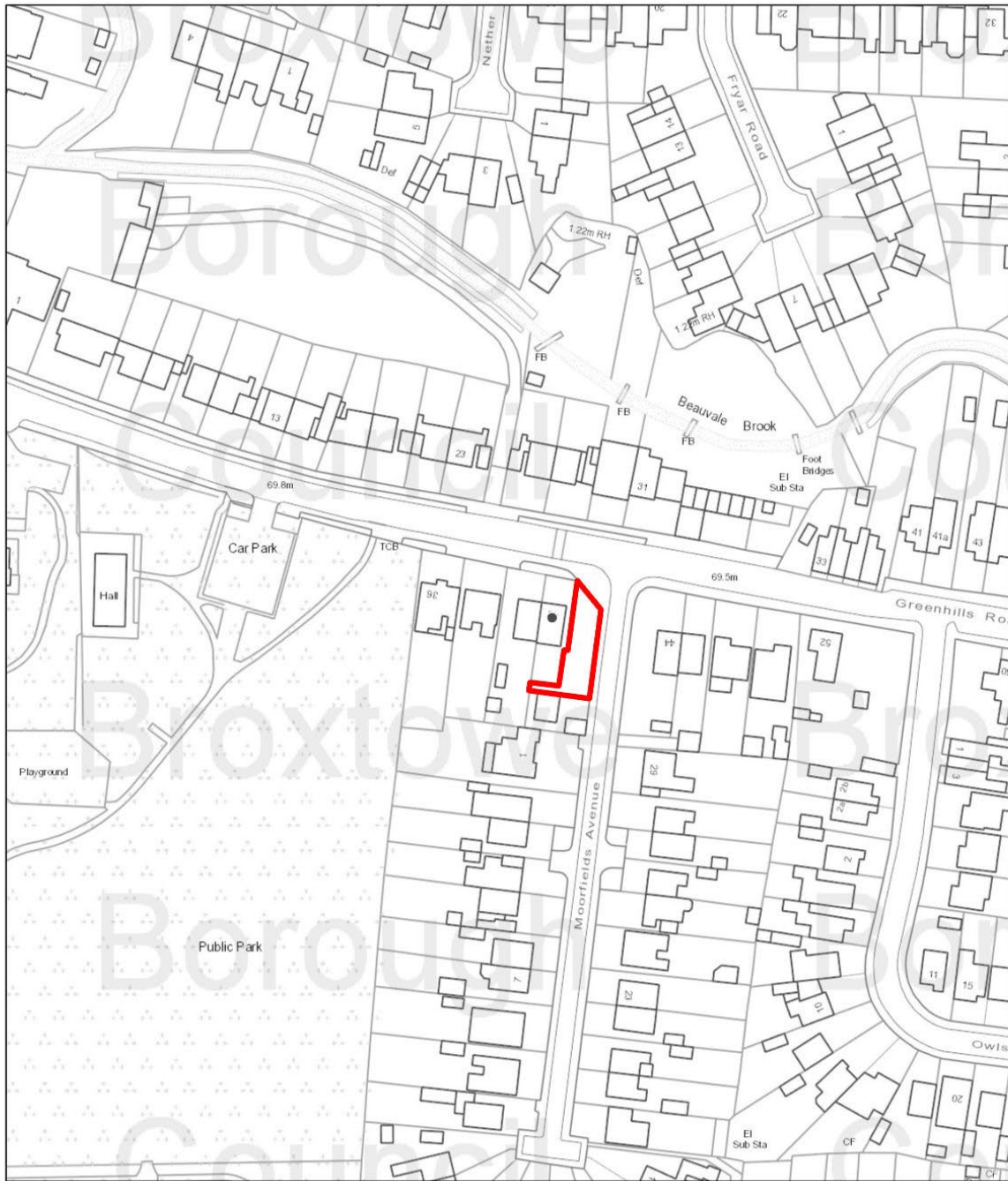
7.1 The proposed dwelling would add to the Council's housing supply, and is not considered to result in an unacceptable loss of amenity for neighbouring residents or impact on highway safety. However, the siting of the proposed dwelling would result in the loss of an open corner which is an important feature in the character of the surrounding area. The proposal is considered to be an over-intensive form of development, resulting in a cramped appearance that would be harmful to the street scene and out of keeping with the character of the area. Furthermore, the proposal would result in the loss of some of the garden at no. 42, and a relatively small garden for the proposed dwelling when compared to the neighbouring properties. The proposal would therefore not be in keeping with the existing pattern of development in the surrounding area. On balance, it is therefore considered that the proposal is unacceptable and that the application should be refused.

## 8 Conclusion

8.1 The proposed development is considered to be harmful to the street scene and out of keeping with the character of the surrounding area. It is therefore recommended that planning permission is refused for this proposal.

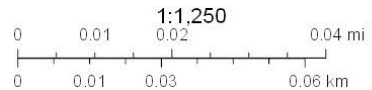
<p><b><u>Recommendation</u></b></p> <p>The Committee is asked to RESOLVE that planning permission be refused for the following reason.</p>	
<p>The proposed dwelling would be sited in close proximity to the highway at Moorfields Avenue, resulting in the loss of an open corner which is a key characteristic of the surrounding area. The proposal therefore represents an over-intensive and cramped form of development that would be harmful to the street scene and out of keeping with the character of the surrounding area. Furthermore, the size of the gardens at the proposed dwelling and the neighbouring property, no. 42, as a result of the proposed development would be relatively small, which would be out of keeping with the pattern of development in the surrounding area. The proposal is therefore contrary to Policy 17 of the Broxtowe Part 2 Local Plan (2019).</p>	
<p><b>NOTES TO APPLICANT</b></p>	
<p>The Council has acted positively and proactively in the determination of this application by working to determine it within the agreed determination timescale.</p>	

21/00005/FUL - 42 Greenhills Road, Eastwood



3/31/2021, 4:18:28 PM

 Site





**Photographs**



Application site from Greenhills Road.



Application site from Moorfields Avenue.

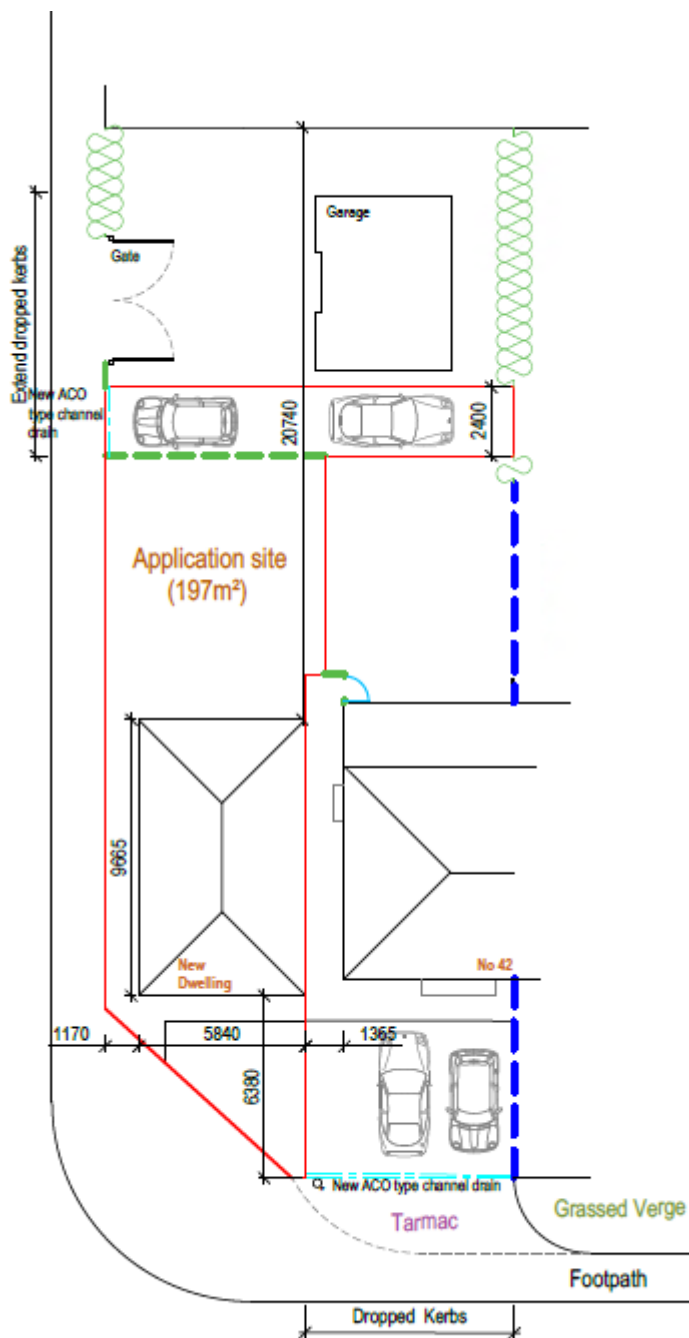


Street scene.

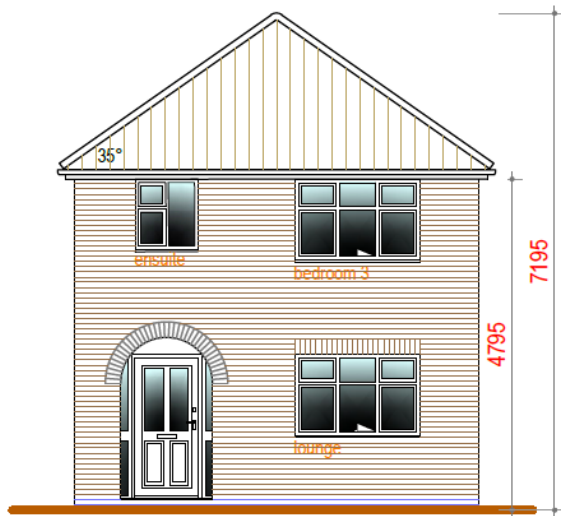


Application site from Moorfields Avenue.

Plans (not to scale)



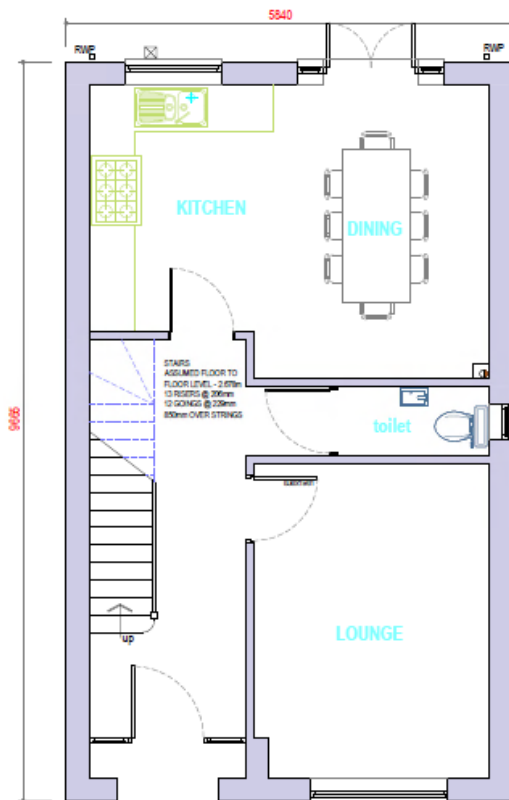
Proposed Site Plan



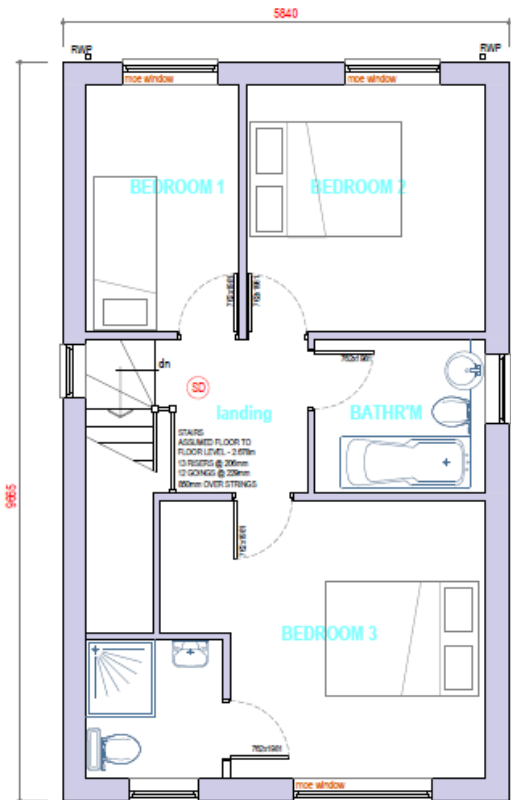
Proposed Front Elevation



Proposed Rear Elevation



Proposed Ground Floor Plan



Proposed First Floor Plan