
2024/0680**Applicant:** Claire Hemingway**Address:** 16 Tollgate Close, Shafton, Barnsley, S72 8QX**Description:** Single storey rear extension to 2 storey semi-detached dwelling

Site & Location Description:

Located on a literal dead-end street leading off of the A628 Pontefract Road in Shafton, the dwelling is a red brick semi-detached house with a tiled, high pitched apex roof. The dwelling is set down slightly from the road, within a garden accessed by steps. There is no off-street parking at the address.

Planning History: None

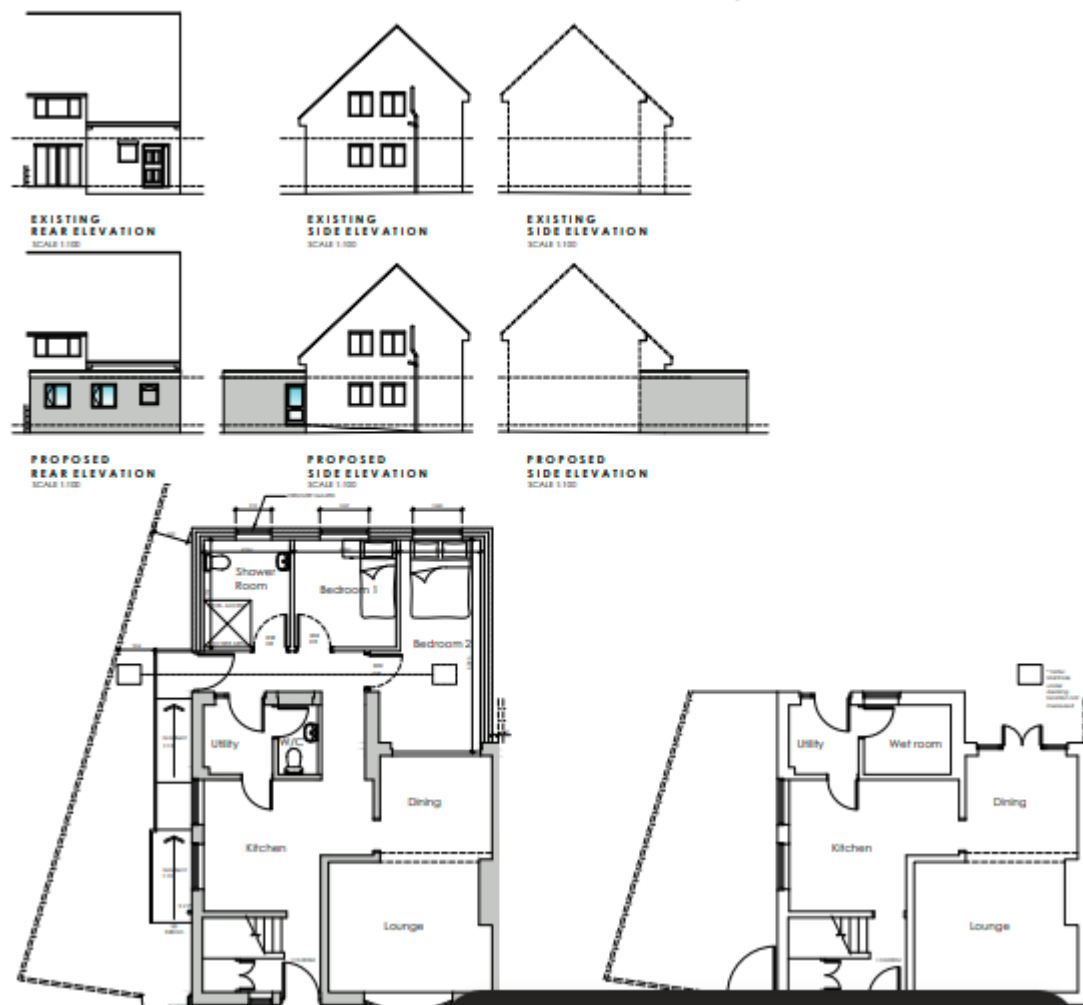
Proposed: The proposal is for a ground floor extension, located on the rear elevation of the dwelling, partially in a void created by the original design of the dwelling, which accounts for the two rear projection sizes. Internally the extension would provide two bedrooms and a wet room. The proposed use of the extension is for the benefit of a disabled child, with a resident family member carer utilising the second proposed bedroom.

Approximate Measurements:

All existing roof and eaves heights have been checked on the existing plans and remain unaltered on the proposed plans.

- **Rear Projection:** Minimum 4.17m / Maximum 5.48m
- **Width:** 7.63m (width of house 7.79m)
- **Eaves Height:** 2.85m
- **Roof height:** 3.2m

Existing and Proposed Floor Plans and Elevations



Local Plan Designation: Urban Fabric

Conservation Area: No

Neighbour Representations:

Letters were sent to nearby addresses; No comments were received.

Consultees:

Shafon Parish Council: no comments or objections received

Highways DC: it was confirmed that whilst off-street would have been the preferred option, despite the increase in bedroom numbers, on this occasion there is evidence that residents of the street already utilise on street parking, and that there would be sufficient space for a an additional car at the dwelling, if this was required in the future.

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. The Local Plan was adopted in January 2019 and is also now accompanied by seven masterplan frameworks which apply to the largest site allocations (housing, employment, and mixed-use sites). In addition, the Council has adopted a series of Supplementary Planning Documents and Neighbourhood Plans which provide supporting guidance and specific local policies and are a material consideration in the decision-making process.

The Local Plan review was approved at the full Council meeting on 24th November 2022. The review determined that the Local Plan remains fit for purpose and is adequately delivering its objectives. This means no updates to the Local Plan, in whole or in part, are to be carried out ahead of a further review. The next review is due to take place in 2027 or earlier if circumstances require it.

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.

In respect of this application, relevant policies include:

Section 12: Achieving well-designed and beautiful places -

The creation of high quality, beautiful and sustainable 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. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

Within section 12, paragraph 139 is the most relevant which indicates:-

Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

- a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or
- b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

Local Plan

In reference to this application, the following Local Plan policies are relevant:

GD1 - General Development – Development will be approved if there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents.

SD1 - Presumption in favour of Sustainable Development: When considering development proposals we will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.

D1 - High Quality Design and Place Making: Development is expected to be of a high quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and other features of Barnsley.

T4 - New Development & Highway Safety: New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement.

Supplementary Planning Documents (SPD)

House Extensions and Other Domestic Extensions

Principle of development

The site is located within land designated as Urban Fabric. Extensions to residential properties are considered acceptable where they do not have a detrimental impact on the amenity of surrounding residents, visual amenity and on highway safety.

Residential Amenity

The proposal is reasonably large, but it is mitigated by the fact it is a ground floor only extension with a flat roof, which whilst not may be the most desirable of designs, does help reduce the impact of potential overshadowing on adjacent neighbouring dwellings. Further mitigation can be found in the extension featuring no side windows, only rear windows and a side door for access, leading from a ramp. The proposed extension, and subsequently the rear windows are over 17 meters from the rear boundary, and there is an outbuilding located at the rear boundary. The attached neighbouring dwelling currently has a conservatory, which is shown on the plans to extend further out than the proposed extension. The unattached neighbouring dwelling is located approx. 4.85 away from the proposed extension, and set at a slight angle, so there would be minimal impact on their amenity.

Visual Amenity

There may be a modest amount of harm caused to the character of the dwelling due to the size of the extension and its flat roof design. However, due to the location of the extension at the rear of the dwelling, the principal front elevation, which forms part of the street scene, would be broadly unaffected. The street scene to the rear of the dwelling is unusual, with dwellings arranged circular around a core of a hard surfaced parking area and detached garages. As such the impact of the

extension of the rear of the dwelling would not cause significant harm to the visual amenity to the area at the rear of the dwelling.

Highway Safety

There are no proposed changes to access or parking arrangements, which consequently means there remains no off-street parking provision. Whilst this is usually a difficulty in obtaining approval from Highways DC, on review of the application and the nature of the street with ample turning or parking space, highways have raised no objections regarding highway safety.

Recommendation: Approve with conditions