

Application Reference: 2026/0502

Site Address: 80 Vernon Way, Gawber, Barnsley, S75 2NL

Introduction:

This application seeks full planning permission for the erection of a two-storey side and rear extension, single storey rear extension and erection of a detached garage

Relevant Site Characteristics

The application relates to a semi-detached, two-storey brick dwelling with a pitched roof, located within an established residential area characterised by similar properties. The site benefits from a side driveway leading to a detached garage and enclosed rear garden, with a low brick wall defining the front boundary.

The adjoining property incorporates a single-storey rear extension, whilst the dwelling to the north is situated at a slightly lower level. Due to the site's position adjacent to the cul-de-sac head of South Place, a dwelling is also located beyond the rear boundary at approximately 90 degrees to the application property and occupies a higher ground level.

Site History

Application Reference	Description	Status (Approved/Refused)
2020/0982	Erection of a two-storey side and single storey rear extension	Approved with Conditions – October 2020

Detailed description of Proposed Works

The applicant seeks permission for the erection of a two-storey side, two storey rear, single storey rear extension and erection of a detached garage.

The proposed extension is to project 2m from the side elevation extending the full depth of the property, extending 3.8m beyond the rear elevation and extending 4.2m along the rear elevation at first floor level. The extension is to wrap-around the rear elevation of the dwelling at ground floor level, a height to eaves of 2m and 3.5m to ridge.

The detached garage is to be measure 2.6m by 3.5m with a height of 3.2m to the ridge

At the time of the site visit the detached garage was under construction.

Relevant PoliciesThe Development Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires proposals to be determined in accordance with the development plan unless material considerations indicate otherwise. The development plan for Barnsley consists of the Barnsley Local Plan (adopted January 2019).

The Local Plan review was approved at the full Council meeting held 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.

The following Local Plan policies are relevant in this case:

- Policy SD1: Presumption in favour of Sustainable Development.
- Policy D1: High Quality Design and Place Making.
- Policy GD1: General Development.
- Policy T4: New Development and Transport Safety

National Planning Policy Framework (NPPF)

In August 2026, the UK Government published a revised NPPF which is the most recent revision of the original Framework, first published in 2012 and updated several times, providing the overarching planning framework for England. The NPPF sets out the Government's planning policies for England and how they are expected to be applied. The NPPF must be taken into account in the preparation of local and neighbourhood plans and is a material consideration in planning decisions. The revised document has replaced the earlier planning policy statements, planning policy guidance and various policy letters and circulars, which are now cancelled.

The revised NPPF establishes national decision-making policies (NDMP). Central to the NPPF is a presumption in favour of sustainable development (NDMP S3) and plans and decisions should apply this NDMP. There are three overarching objectives to sustainable development: an economic, social and environmental objective which are mutually dependent.

The following NPPF sections and National Decision-Making Policies are relevant in this case:

Chapter 3 - Decision making

Chapter 4 - Achieving sustainable development

Chapter 14 - Achieving well-designed places

Supplementary Planning Guidance

In line with the Town and Country Planning (Local Planning) (England) Regulations 2012, Barnsley has adopted twenty-eight Supplementary Planning Documents (SPDs) following the adoption of the Local Plan in January 2019. The most pertinent SPD's in this case are:

- House extensions and Other Domestic Alterations
- Parking

The adopted SPDs should be treated as material considerations in decision making and are afforded full weight.

Consultations

The application has been advertised in accordance with Article 15 of the Town and Country Planning Development Management Procedure (England) Order 2015.

Any neighbour sharing a boundary with the site has been sent written notification and the application has been advertised on the Council website. Following the submission of

updated plans, neighbours were re-consulted; no representations have been received to either round of consultation.

Planning Assessment

For the purposes of considering the balance in this application, the following planning weight is referred to in this report using the following scale unless the NPPF establishes a specific weight:

- Substantial
- Considerable
- Significant
- Moderate
- Modest
- Limited
- Little or no

Principle

The site falls within Urban Fabric where extensions and alterations to a domestic property are acceptable in principle provided that they remain subsidiary to the host dwelling, are of a scale and design which is appropriate to the host property and are not detrimental to the amenity afforded to adjacent properties.

Impact on Neighbouring Amenity

The Supplementary Planning Document for House Extensions and Other Domestic Alterations states that proposals for house extensions, roof alterations, outbuildings and other domestic alterations should be of a scale and design which harmonises with the existing building and be subordinate; not adversely affect the amenity of neighbouring properties; maintain the character of the street scene and not interfere with highway safety.

The proposed two-storey extension would be located on the northern side elevation of the dwelling, directly to the south of the neighbouring property. Whilst the development would result in some additional overshadowing, the neighbouring property benefits from a single-storey rear extension and any additional overshadowing would primarily affect the roof and immediate area associated with that extension rather than the main private garden area beyond. Consequently, whilst some additional overshadowing would occur, the impact is not considered to be significant, and this weighs significantly in favour of the proposal.

The adopted SPD states that, to ensure there is no unacceptable loss of daylight and to avoid an overbearing relationship with neighbouring properties, particularly adjoining dwellings, the 45-degree guideline should be applied.

The 45-degree guideline is used as a general test to assess the impact of extensions on daylight and outlook available to neighbouring properties. The assessment is undertaken from the midpoint of the nearest habitable room window serving adjoining residential accommodation. To comply with the guideline, the proposed extension should not intersect the 45-degree line when drawn from that point.

In this instance, the proposed extension would not breach the 45-degree guideline when measured from the nearest habitable room window of the adjoining property. As such, the proposal is not considered to result in an unacceptable loss of daylight, outlook or an overbearing impact upon neighbouring occupiers. This weighs significantly in favour of the proposal.

Whilst the single storey extension abuts the party boundary with the adjoining property, it is to replace an existing conservatory extension and would be located adjacent to the single storey extension associated with the neighbouring dwelling, as such the proposal would not lead to a loss of outlook, or an increase in overshadowing of the neighbouring dwelling; this carries considerable weight in favour of the application.

The SPD further advises that a separation distance of 12m should be maintained between a blank gable wall and habitable room windows on existing properties and that a minimum distance of 10m should be maintained between habitable room windows and the boundary with neighbouring amenity spaces. As discussed previously, the property beyond the rear boundary is orientated at approximately 90 degrees to the application site, resulting in the habitable room windows on the proposed extension being situated less than 12m from the blank elevation of the neighbouring dwelling. Whilst the recommended separation distance is not achieved, this relationship principally affects the living conditions of occupants of the application property rather than those of a neighbouring dwelling. The resulting relationship is therefore considered acceptable in this instance and does not warrant refusal of the application.

The first-floor habitable room window proposed within the western rear elevation would be located approximately 7.5m from the rear boundary and therefore falls below the separation distance recommended within the SPD. However, the property to the rear is situated at a higher ground level than the application site and the detached garage positioned between the properties provides a degree of screening. In addition, the General Permitted Development Order allows two-storey rear extensions under permitted development, that, amongst other restrictions, maintain a minimum of 7m to the rear boundary. No habitable room windows are proposed within the side elevation of the proposed extensions and the windows proposed on the front elevation of the two-storey element would not project closer to the front boundary than those serving the existing dwelling. As such, the proposal would not materially increase levels of overlooking; this carries considerable weight in favour of the proposal.

The detached garage is located in the north-western corner of the site, adjacent to the boundary with 81 Vernon Way, and replaces an existing flat roof sectional garage in the same location. Whilst the garage is located to the north of the neighbouring property and at a higher level, the garage is designed with a low eaves level and adjacent to the garage associated with the neighbouring property, therefore not increasing levels of overshadowing or reducing levels of outlook or having an overbearing impact; this carries considerable weight in favour of the application.

Taking all of the above into account, the proposal is not considered to result in an unacceptable loss of privacy, outlook, daylight or sunlight for neighbouring occupiers. Whilst certain separation distances recommended within the SPD are not fully achieved, the specific circumstances of the site are such that no material harm to residential amenity would arise. The proposal is therefore considered to accord with Local Plan Policy GD1 General Development and Supplementary Planning Document House Extensions and Other Domestic Alterations.

Scale, Design and Impact on the Character

Supplementary Planning Document House extensions and other domestic alterations states that 'the design of a two-storey side extension should reflect the design of the existing dwelling in terms of roof style, pitch materials and detailing and should not have an excessive sideways projection, i.e. more than 2/3 the width of the original dwelling'. In this

instance the proposed extension projects 2m from the side elevation and therefore complies with the guidance set out in the SPD.

The document also states that a two storey side extensions should have a set back from the front elevation by at least 500mm, to allow for a vertical break in the roof plane, a lowering of the ridge line and to reduce the terracing effect, the set-back also lessens the unsightly bonding of old and new materials. It goes on to state that the linking or closing the gap between semis or detached houses to give the effect of a terrace, is a detrimental change to the character of the street scene and must be avoided, therefore a side extension should also be set in by one metre from the side boundary with an adjacent property, to further avoid the terracing effect.

The proposed extension is located up to the side boundary; however, it is not considered to lead to a terracing effect due to the neighbouring property to the north being set at a lower level than the application property; this carries considerable weight in favour of the application.

The single storey rear extension and detached garage are to be located to the rear and not highly visible from public vantage points, with the side extension providing some screening. Nevertheless, the design of the proposed extensions relate well to that of the original dwelling in terms of roof style, pitch and detailing and the materials proposed, in addition the fenestration of the proposed matches that of the original dwelling. This carries considerable weight in favour of the application, and it is therefore considered that the proposed extension is acceptable in terms of visual amenity and in compliance with Local Plan Policy D1.

Highways

Supplementary Planning Document Parking sets out the parking standards for dwellings. A two-bedroom dwelling requires the provision of one off-street parking space, while dwellings with three or more bedrooms require two off-street parking spaces.

The proposed development would not result in the requirement for additional off-street parking provision; the proposal would however be located on the existing driveway potentially resulting in the loss of off-street parking. The plans submitted indicate that the area to the front of the extension is of a sufficient length to accommodate a vehicle, which is clear from the planning officer site visit photos. Therefore, there is no loss of off-street parking provision; in addition, there are no on-street parking restrictions to the front of the property. This carries significant weight in favour of the application. The development is therefore considered acceptable in terms of its impact on highway safety and complies with Local Plan Policy T4 New Development and Transport Safety.

Planning Balance and Conclusion

For the reasons given above, and taking all other matters into consideration, the proposal complies with the relevant plan policies and planning permission should be granted subject to necessary conditions. Under the provisions of the NPPF, the application is considered to be a sustainable form of development and is therefore recommended for approval.

RECOMMENDATION: Approve subject to conditions

Due regard has been given to Article 8 and Protocol 1 of Article 1 of the European Convention for Human Rights Act 1998 when considering objections, the determination of the application and the resulting recommendation. it is considered that the recommendation will not interfere with the applicant's and/or any objector's right to respect for his private and family life, his home and his correspondence.

Justification

STATEMENT OF COMPLIANCE WITH ARTICLE 35 OF THE TOWN AND COUNTRY DEVELOPMENT MANAGEMENT PROCEDURE ORDER 2015

It has not been necessary to make contact with the applicant to request amendments to the proposal during the consideration of the application, as it was deemed acceptable. Clarification was however sought to include the detached garage which was under construction at the time of the site visit.