

**2024/0418**

**Applicant:** Mr R Clethro

**Address:** 33 Mellor Road, Wombwell, Barnsley, S73 0JH

**Description:** Single storey front and side extension, and additional hardstanding to front of 2 storey semi-detached dwelling.

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**Site & Location Description:**

Located in a residential area, southwest of Wombwell town centre; the dwelling is a partial rendered red-brick semi-detached dwelling with a tiled roof. The dwelling sits in a prominent corner position of Mellor Road, where it joins Jardine Street, with the attached neighbouring dwelling being located on Jardine Street. The pair of semi-detached houses both feature a two-story redbrick protrusion, with a short gable roof, which attaches to the main hipped roof of the dwelling. The remaining section of the front elevation, along with the remaining side and rear elevations feature a lower section of red brick, with the top section being rendered. Within the street scene progressing up Mellor Road, dwellings alternate between similar red brick and partial rendered blocks of semi-detached houses, and blocks of full red-brick semi-detached houses. The street scene along Jardine Street features predominantly similar styled red-brick and rendered semi-detached blocks of houses, and a terrace block of red-brick end terrace houses and middle red-brick and rendered houses.



**Planning History:** None

**Proposed:** Following discussions, the original proposal has been subsequently amended to be broadly consistent with local planning policy, particularly in relation to local Policy D1 High Quality Design and Place Making. The amended proposal is now for a front and side, wraparound extension, reducing slightly at the side projection at the rear of the extension. Additional hardstanding for parking provision within the front garden is also proposed. A combination of matching brick work, render in agreed locations and a similar style roof and roof tiles are proposed. A canopied area is proposed above the front door, in between the space created between the existing and proposed front protrusions.

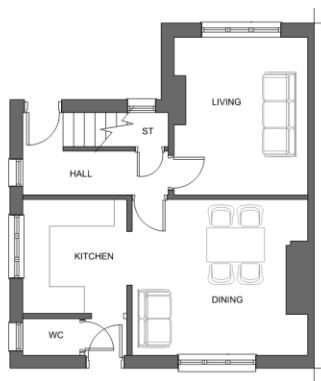
### Approximate Measurements:

All existing roof and eaves heights have been checked on the existing plans and remain unaltered on the proposed plans. The Front projection does not exceed the original front protrusion.

### **Front Projection: 1.76m**

- **Total Length (including front protrusion): 7.95m**
- **Largest Side Projection: 3.8m**
- **Shortest Side Projection: 2.5m**
- **Eaves Height Shortest Side Extension: 2.89m**
- **Eaves Height Largest Side Extension: 2.34m**
- **Extension Roof height: 4.03m**

### Existing and Proposed Floor Plans and Elevations



EXISTING GROUND FLOOR PLAN



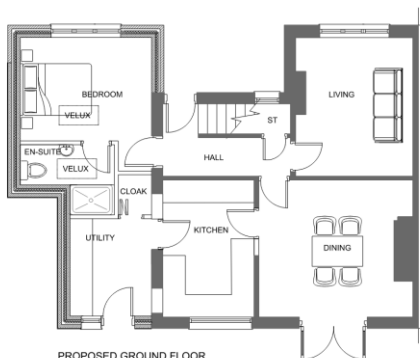
EXISTING FRONT ELEVATION



EXISTING RIGHT SIDE ELEVATION



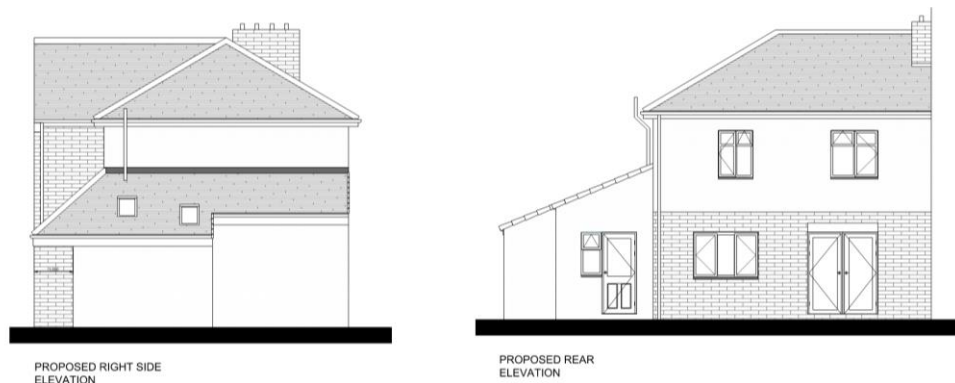
EXISTING REAR ELEVATION



PROPOSED GROUND FLOOR PLAN



PROPOSED FRONT ELEVATION



**Local Plan Designation:** Urban Fabric

**Conservation Area:** No

### **Neighbour Representations:**

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

### **Consultees:**

**Highways DC:** Highways had no objection to the proposal subject to conditions which would require the parking provision to meet current parking standards, and for a licence to be obtained to undertake works to provide formal access to the dwelling via a dropped kerb.

**Highways Drainage:** Provided a response saying they are satisfied with the proposed drainage, and are happy to defer further checks to building control (if appropriate),

### **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

#### Assessment

##### 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

As the dwelling is situated in a corner plot with an ample sized curtilage, particularly at the front and side of the dwelling, the proposal would not unduly impose on the residential amenity of the neighbouring dwellings, the closest of which is set angled away from the application dwelling and features an outbuilding directly between it and the application dwelling. In further mitigation the proposal is widest at the front and reduces in with towards the rear elevation, where the potential for most impact on the neighbouring dwelling would have occurred. There are no side windows proposed, only a rear door, of a utility room, leaving only a new window on the front elevation. This window is approx. 9.5m away from the front boundary and does not directly overlook any dwellings.

##### Visual Amenity

Following a review of the original plans, initial concern was raised over the style of the roof and out of character patio style front doors on the front elevation. The original proposal also included the full render of the proposed extension, which would be out character with both the existing house, which is only partially rendered on the first-floor aspect of some elevations, and the broader mixed street scene of similar styled partial rendered houses and full red brick-built houses. Following a request to reduce the amount of render on the extension, it was revealed that there were plans to externally insulate and render the whole dwelling. It would be assumed that the applicant believed that partial render of the house would allow external insulation and render of the whole house through permitted development rights. However, such extensive works would require planning permission, and this was veering towards refusal due to the negative effect both upon the individual dwelling and street scene as it would not have complied with local policy D1 High Quality Design and Place Making.

During a site visit to the area, it was confirmed what was visible on Google Street view, that almost all part rendered houses retained the original red brick lower proportion of their elevations, whilst the top sections remained rendered. The most noticeable exception was at No.32 Jardine Street, where the whole original dwelling was rendered, seemingly without appropriate planning consent but beyond the period in which enforcement action could be taken. There was also no evidence of French doors or similar style openings being included on front elevations of other dwellings.

Following further discussions, revised plans were provided, and in specific relation to this dwelling and its setting within the street scene have been deemed acceptable. The proposal taken as a whole is greatly improved from the original proposal and would not have a significant detrimental effect on the individual character of the dwelling, nor would it be of significant detriment to the broader

street scene. Mitigating factors in determining this include the reduced prominence of render, and a more prominent brick front façade being visible from a key viewpoint at the junction of Mellor Road and Jardine Street. Furthermore, a large and long-established privet hedge topped brick wall surrounds the dwelling's curtilage on three sides, including the front and side boundary treatments on Mellor Road. When viewed from further along Mellor Road, towards Kings Road, the view of the side dwelling would be partially obscured by the privet hedge, and again due to the good separation distance of the neighbouring dwelling, a wider view of dwellings on Jardine Street is possible, particularly the rendered top sections which are prominent within the viewpoint, which reduces the impact of the fully rendered side elevation of the application dwelling.

#### Highway Safety

A proposal for additional parking provision within the curtilage has been proposed. Highways have requested a condition included in any decision to ensure, due to an increase in the number of bedrooms in the dwelling, that these spaces were constructed to an acceptable standard. Additionally, Highways DC has requested that an informative about acquiring a license for a dropped kerb and an allowance to cross highway (pavement) is obtained. There were no other concerns raised by Highways DC regarding highway safety.

**Recommendation:** Approve with Conditions