Application Reference: 2024/0635

Site Address: 43 Bentham Way, Mapplewell, Barnsley, S75 5QA

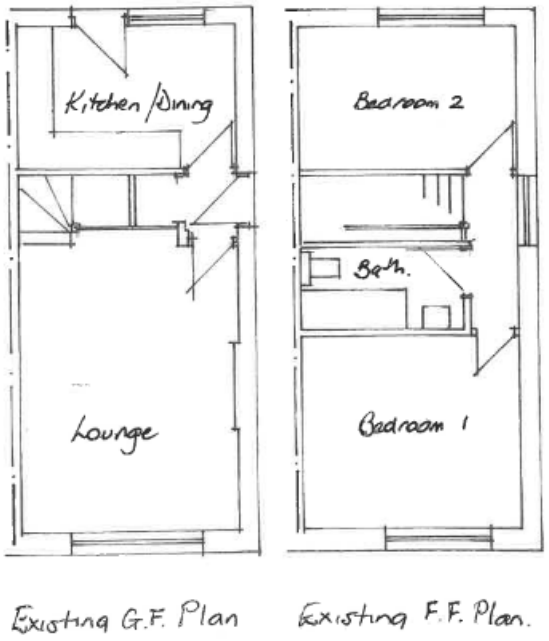
Introduction: This application seeks full planning permission for 2 storey side extension and erection of front porch, to 2 storey semi-detached dwelling

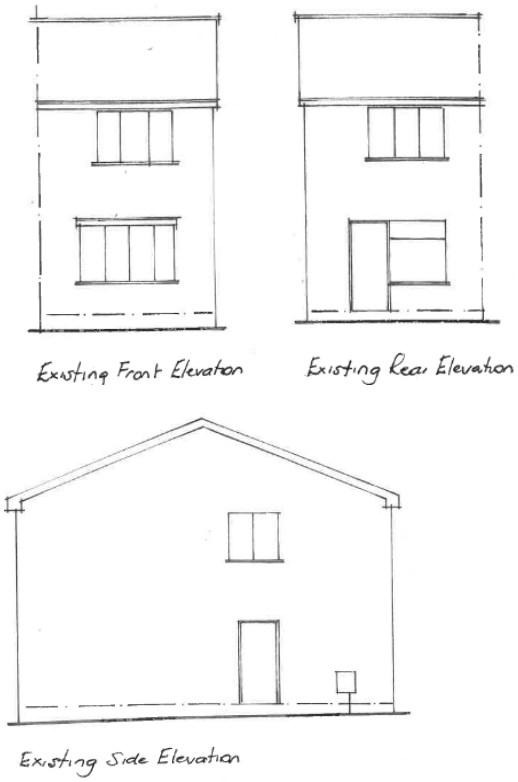
Relevant Site Characteristics:
Located on an established housing estate settlement of Mapplewell, the dwelling is a buff-brick coloured semi-detached house with grey tiled roof. The dwelling is neither a corner plot nor an end of street dwelling, but is adjacent to an open grassed area, before the street continues but the road ends in a merger with a car park. The dwelling features a modest sized front garden, a rear garden, and a driveway leading to a small garage within the rear garden.

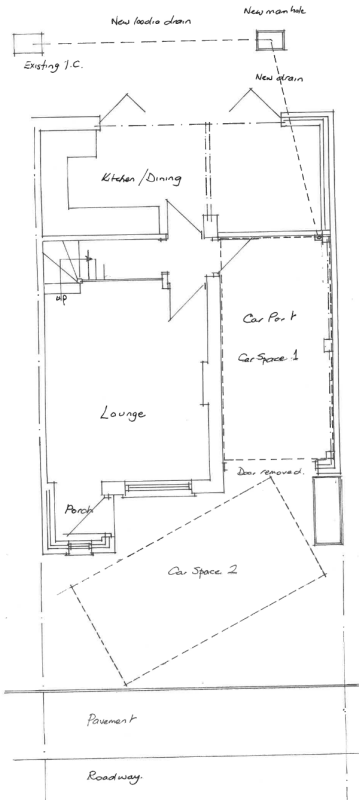
Site History
There is no site history for the address since its original construction as part of the wider estate.

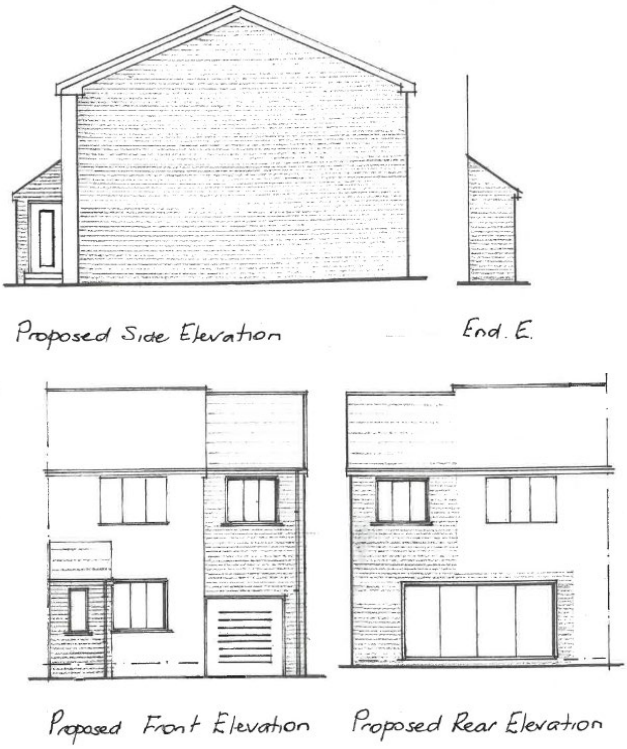
Detailed description of Proposed Works
Initially a two-storey side extension with a garage and kitchen/diner extension was proposed for the ground floor, and an additional two bedrooms above. A modest size front porch was also proposed. Amended floor plans were later submitted. Principally, a second car parking space was included within the front garden, and the garage door was removed. The proposed first-floor and porch remained unchanged.

<u>Existing and Proposed Floor Plans and Elevations</u>









Relevant Policies

The 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) and the National Planning Practice Guidance

In December 2024, The Government published a revised National Planning Policy Framework ("NPPF") which is the most recent revision of the original Framework, published first in 2012 and

updated a number of times, providing the overarching planning framework for England. It 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. This revise document has replaced the earlier planning policy statements, planning policy guidance and various policy letters and circulars, which are now cancelled.

Central to the NPPF is a presumption in favour of sustainable development which is at the heart of the framework (paragraph 10) and plans and decisions should apply this presumption in favour of sustainable development (paragraph 11). The NPPF confirms that there are three dimensions to sustainable development: economic, social and environmental; each of these aspects are mutually dependent. The most relevant sections are:

Section 2 - Achieving sustainable development
Section 4 - Decision making
Section 12 - Achieving well-designed places

The National Design Guidance (2019) is a material consideration and sets out ten characteristics of well-designed places based on planning policy expectations. A written ministerial statement states that local planning authorities should take it into account when taking decisions.

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.

No comments were received.

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:

- Substantial
- Considerable
- Significant
- Moderate
- Modest

- Limited
- Little or no

Principle

The site falls within Urban Fabric. 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, are not detrimental to highway safety, and are not detrimental to the amenity afforded to adjacent properties.

Scale, Design and Impact on the Character

In terms of scale, if as assessing the dwelling as not a being corner plot, the local SPD House Extensions and Other Domestic Extensions allows a side extension of up to two thirds of the width of the original house, compared to fifty percent or half the width if the dwelling was considered to be located in a corner plot. With an approximate dwelling width of 4m and a proposed side projection of 2.6m, the proposal would be lower than the two thirds maximum of approximately 2.67m. However, the SPD also advises that the that a 1m distance is maintained between a side extension and a boundary, but this is not met.

With a width not extending beyond the rear elevation, the length of the extension would be considered as acceptable, as would the height of the extension which is stepped down from the height of the original house. There is also a set back of the extension from the front elevation of the dwelling, something which like the step down of the roof is required by SPD guidance, although only a set back of the first floor is requested.

One issue regarding scale of the proposal but does not have an impact the design or overall scale of the dwelling is the internal size of the garage, which has been highlighted by Highways and discussed below. The internal size of the garage does not meet the requirements for it to be considered as a formal parking space, being approximately 2.31m wide by 3.8m on the original plan and approximately 2.4m wide on the amended plan. This is below the 3m by 6m standard required by Highways.

The overall design of the extension was acceptable and with the noted step down of the roof and set back of both the ground and first floor allows some mitigation for the original proposal only being set back by 40cm instead of the guidance amount of 500mm (50cm). In the revised plan, due to the removal of the garage door in an aim to meet Highways DC requirements in relation to parking provision, the set back is increased to 70cm, but the overall design consequently suffers with in essence a carport being created instead of a garage.

At approximately 3.5m high, the height of the porch would exceed the 3m limitation for permitted development, but its actual footprint would be compliant. With materials to match the existing dwelling, and a pitched roof proposed, the overall impact of the porch would be limited. There are several other dwellings within the street scene which feature front porches or larger front extensions.

Unlike the porch, a proposed bin storage has been added to the amended plans, following a request from Highways. Whilst it would not be possible to erect a bin storage in the front garden through permitted development, the proposed storage would be appropriate following loss of access to the rear garden if the extension was constructed. With the storage located at the side boundary adjacent

in front of the garage, subject to approval of materials. The bin storage would likely be less intrusive than a collection of wheelie bins located within the front garden.

Despite the reduction in design quality of the principle aspect of the proposal, the side extension and its change to a car port on the ground floor, the overall proposals would be considered as having a modest rather than limited impact on the scale, design and character of the original dwelling. With just a modest impact, the proposal would remain compliant with local policy GD1 and D1. This carries moderate weight in favour of the proposal.

Impact on Neighbouring Amenity

The proposal itself would not have a negative effect on the amenity of the attached neighbouring dwelling, and with good separation between the neighbouring dwellings further along the street, there would be no direct impact on those neighbours either.

With rear windows proposed within the extension, these would have the possibility to have a negative impact on neighbouring dwelling to the rear of the dwelling. In assessing the proposals, there is distance of approximately 8m between the proposed extension and the rear boundary treatment and an 18m distance to the rear elevations of neighbouring dwellings beyond the rear boundary. Although this would be less than the SPD guidance it is no different to the current situation as the existing dwelling is in situ with these distances being the same. As such, the impact would be limited as it would not be significantly greater than the current situation as the extension does not project behind the existing rear facade of the dwelling.

As has been raised by Highways, the amended plans would not provide suitable parking provision for the proposed size of dwelling. With the proposal doubling the number of bedrooms from two to four, the requirement of a minimum of two parking spaces would be considered vital to avoid potential impact on the amenity of neighbouring dwellings by vehicles associated with the address potentially having no option to park on the street. This is addressed in more detail in the Highways Section.

In terms of impact on neighbouring amenities, considering the current situation, the proposal is not considered to be of detriment to neighbouring dwellings in line with Policy GD1. This weighs moderately in its favour.

Highways

Following initial concern from the highways department due to lack of sufficient parking provision which would be a minimum of two in curtilage parking spaces of at least 2.5m by 5m each or of 3m by 6m if located in a garage, and no bin storage provided; amended plans were requested to address these issues.

Following the receipt of the amended plans, the required bin storage, had been provided, a single in curtilage parking space, albeit at a strange angle had been included, and despite the removal of the garage door, and seemingly widened internal space of the garage, the parking space inside the garage does not meet the required spacing standards.

Advice provided by Highways confirmed that the proposed space within the garage did not meet size requirements for a parking space within a garage. They also requested a sweep analysis plan following concern over potential access issues to the proposed parking space. Unfortunately, no further amended plans or sweep analysis was provided.

Without the required sweep analysis, and with the proposals still not providing the required amount of parking provision, it would have to be considered that the proposals would not meet local policy requirements for parking provision and would have the potential to cause a detrimental impact on highway safety contrary to Policy T4 of the Local plan. This weighs considerably against the scheme.

Planning Balance and Conclusion

Following good communication and cooperation in relation to the application, options remained open for the applicant to resolve outstanding issues which were principally in relation to the lack of adequate parking provision, and later not providing the required sweep analysis. If sweep analysis had been provided, and the first parking space deemed acceptable, this would have been a key component of reviewing if further amendments could be made to provide a second parking space within the garage, even if it dd not strictly meet the required parking standards.

The final response from the applicant's agent was in relation to the potential purchase of adjacent land. Whilst this may have caused further planning issues, as it was only an exploratory option, the application was left open, enabling the applicant or there representative to provide an update.

Following a period of no correspondence from the applicant or there agent, despite correspondence being sent offering options for a review of amended plans, if submitted, refusal or withdrawal of the application if no resolution could be found, there continued to be no return correspondence from either the applicant or their representative.

A final letter was sent to applicant the registered address, which is the same as the site address, on April 14th, 2026, informing the applicant that if no correspondence had been received by April 23rd, 2026, then the application would be refused. As of May 1st, 2026, no correspondence has been received from the applicant, their agent of anybody else.

With the amended proposal still not meeting the reequipments for two in curtilage parking spaces, at the required size of 2.5m x 5m each or 3m x 6m if located within a garage, the proposal would not be in accordance with local policy T4: New Development and Transport Safety. W

RECOMMENDATION: Refuse

Justification

In dealing with the application referred to above, despite the Local Planning Authority wanting to work with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application, in this instance this has not been possible due to the reasons mentioned above.

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

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.