

2023/0745

Mr Lee Dickinson

133 Worsbrough Road, Birdwell, Barnsley, S70 5RG

Extension of existing roof to side to convert from a hipped roof to a gable end with side facing windows at 2nd floor level (permitted development) including the provision of a rear dormer window (amended plans and description).

Site Description

133 Worsbrough Road is a two-storey semi-detached property located in Monk Bretton and in an area that is principally residential that comprises other dwellings of a similar type, scale, and appearance. The host property is constructed of red brickwork and features a two-storey bow window to its principal elevation and a hipped roof constructed of rosemary coloured roof tiles. It is fronted by a small garden area and loosely surfaced driveway with access taken from Worsbrough Road. The driveway extends to the side of the property and serves an existing flat roof detached garage which is located to the rear of the property alongside further garden space.



Planning History

There are no previous planning applications associated with the application site.

Proposed Development

The applicant is seeking approval for the extension of the existing roof to the side to convert it from a hipped roof to a gable end with side facing windows at second floor level - to be completed using permitted development rights - and the insertion of a rear dormer window.

The proposed extension to the existing roof would project by approximately 4.5 metres, maintaining existing eaves and ridge heights, and creating approximately 44.2m³ of additional volume. Rosemary coloured roof tiles that would match or be of a similar appearance to existing tiles would be used, and the side facing second floor windows would be obscure glazed and non-opening.

The proposed rear dormer would project from the roof plane by approximately 3.3 metres, be approximately 2.6 metres high and 2.5 metres wide. It would feature an apex roof and be constructed of vertically placed rosemary coloured roof tiles.



Policy Context

Planning decisions should be made in accordance with the current development plan policies unless material considerations indicate otherwise; the National Planning Policy Framework (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 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 which are a material consideration in the decision-making process.

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.

Local Plan Allocation – Urban Fabric

The site is allocated as urban fabric within the adopted Local Plan. Urban fabric has no specific land allocation; therefore, the following policies are relevant:

- ***Policy SD1: Presumption in favour of Sustainable Development.***
- ***Policy GD1: General Development.***
- ***Policy D1: High quality design and place making.***
- ***Policy T4: New Development and Transport Safety.***

Supplementary Planning Document (SPD): House Extensions and Other Domestic Alterations

This document establishes the design principles that specifically apply to the consideration of planning applications for house extensions, roof alterations, outbuildings & other domestic alterations; reflecting the principles of the NPPF, which promote high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

National Planning Policy Framework

The NPPF sets out the Government's planning policies and how these are expected to be applied. The core of this is a presumption in favour of sustainable development. Proposals that align with the Local Plan should be approved unless material considerations indicate otherwise. In respect of this application, relevant policies include:

- ***Section 12: Achieving well designed places.***

The Town and Country Planning (General Permitted Development) (England) Order 2015

Schedule 2, Part 1, Class B of the GPDO allows for the enlargement of a dwellinghouse consisting of an addition or alteration to its roof provided that: any part of the dwellinghouse, as a result of the works, would not exceed the height of the highest part of the existing roof; any part of the dwellinghouse, as a result of the works, would not extend beyond the plane of any existing roof slope which forms the principal elevation of the dwellinghouse and fronts a highway; and the cubic content of the resulting roof space would not exceed the cubic content of the original roof space by more than 50 cubic metres.

Consultations

No consultees were consulted on this application.

Representations

Neighbour notification letters were sent to surrounding properties and no representations were received.

Principle of Development

The site falls within urban fabric which has no specific land allocation; therefore, 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, including visual amenity and highway safety.

Residential Amenity

Proposals for extensions and alterations to a domestic property are considered acceptable provided that they would not adversely affect the amenity of neighbouring properties.

The proposed extension to the existing roof to facilitate a conversion from a hipped roof to a gable end, including the insertion of obscure glazed and non-opening second floor windows to the side elevation of the dwelling is permitted development as per *Schedule 2, Part 1, Class B of the Town and Country Planning (General Permitted Development) (England) (Order) 2015*. Therefore, this aspect of the proposals does not require planning permission and will not form a material consideration in the assessment of this application.

The proposed rear dormer would be located to the south of adjacent property 135 Worsbrough Road. Generally, development located to the south of an adjacent property is expected to have a greater impact regarding overshadowing due to the movement of the sun path. However, the amended proposals received offer a scheme of reduced scale that is more proportionate to the scale of the host property and would, therefore, be unlikely to contribute to unduly harmful impacts.

The proposed rear dormer would feature rear-facing windows, maintaining sufficient separation distances of approximately 21 metres to the rear boundary and 30 metres to the habitable room windows of the nearest neighbouring property, 3 Fairfield. It is acknowledged that the new windows would create additional views of the rear garden spaces of neighbouring properties, however, any potential impact is not considered to be any more harmful than what is likely to be currently experienced as a result of existing first-floor windows.

The proposals, therefore, are not considered overbearing resulting in increased overshadowing and overlooking or reduced levels of outlook, that would significantly increase beyond existing levels of impact that are likely to be experienced and tolerated.

The proposals are, therefore, considered to comply with *Local Plan Policy GD1: General Development* and would be acceptable regarding residential amenity.

Visual Amenity

The proposed extension to the existing roof to facilitate a conversion from a hipped roof to a gable end, including the insertion of obscure glazed and non-opening second floor windows to the side elevation of the dwelling is permitted development as per *Schedule 2, Part 1, Class B of the Town and Country Planning (General Permitted Development) (England) (Order) 2015*. Therefore, this aspect of the proposals does not require planning permission and will not form a material consideration in the assessment of this application.

'The design of a dormer window should reflect the character of the area, the surrounding buildings, and the age and appearance of the existing building. Dormers should be set within the roof plane and not be built off an external wall. They should be below the ridge height of the original roof and setback from the eaves and gable by at least 0.5 metres. They should line up horizontally with existing dormers within the same roof plane and be positioned to line up vertically with window openings below.'

In this instance, the proposed rear dormer would be set below the ridge line of the original roof. It would not be built off an external wall and would be set back from the eaves by approximately one metre. It would be set in from the gable end and party line by approximately 4 metres and one metre respectively. The dormer would be positioned to line up vertically with window openings below, feature an apex roof and be constructed of vertically clad rosemary coloured roof tiles that would match or be of a similar appearance to the roof tiles of the original roof.

The proposed rear dormer would not be visible from the public realm of Worsbrough Road and is unlikely to adversely impact the character of the street scene. Additionally, the dormer would be of a scale proportional to the host dwelling and would adopt sympathetic features and external materials that would maintain the character of the property.

The proposals, therefore, are considered sympathetic to the main dwelling and consistent with the character of the street scene and are considered acceptable and in compliance with *Local plan Policy D1: High Quality Design and Placemaking* and would be acceptable regarding visual amenity.

Highway Safety

The proposals are unlikely to impact existing off-street parking arrangements that serve the application site and would, therefore, maintain highway safety to a reasonable degree.

The proposals are, therefore, considered acceptable and in compliance with *Local Plan Policy T4: New Development and Transport Safety*.

Recommendation

Approve with Conditions