
2022/0596

Mr K Morley

Erection of single storey extensions to the front, side, and rear of dwelling

25 Herons Way, Birdwell, Barnsley, S70 5SF

Site Location & Description

Herons Way forms part of a large residential estate, located to the east of Sheffield Road (A61) a busy arterial route linking the town centre with the south of the borough. The residential estate is characterised by single storey, detached and semi-detached properties of varying designs. There are level differences across the estate with Herons Way being located at a higher level than Martin Close, which is located to the east.

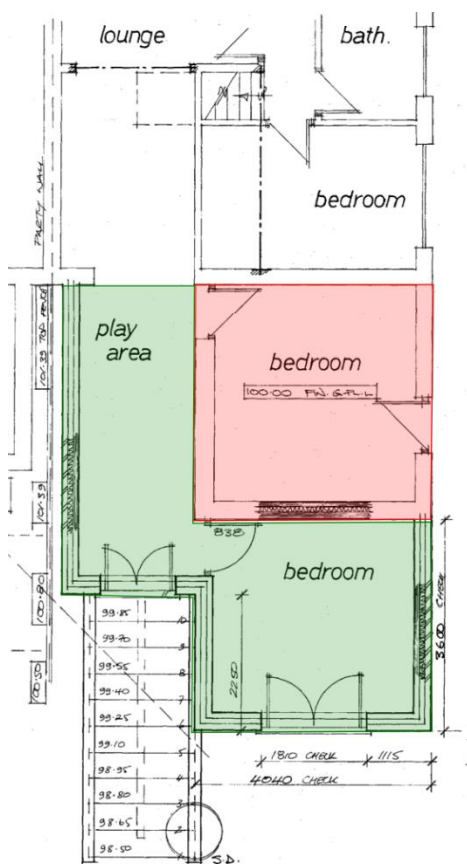
The application relates to a single-storey, semi-detached brick-built dwelling located on the eastern side of Herons Way. The dwelling is set back from the highway with a paved, enclosed parking area to the front, and driveway to the side. The dwelling benefits from an existing single storey rear extension.



Site History

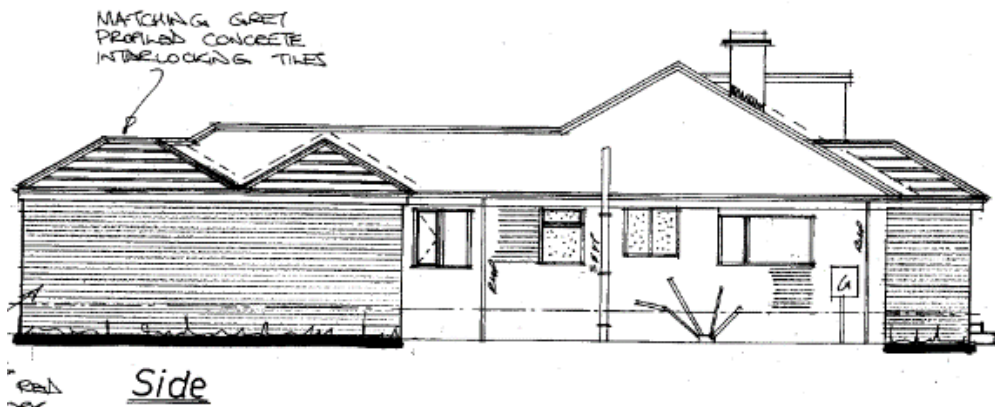
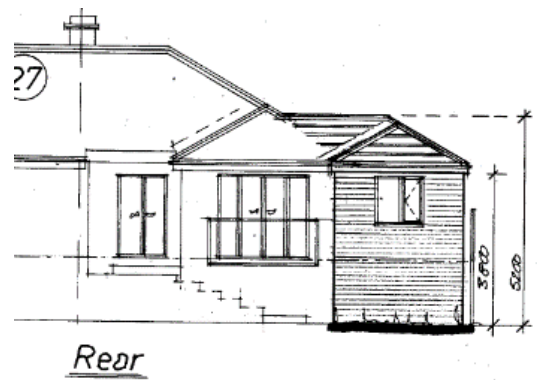
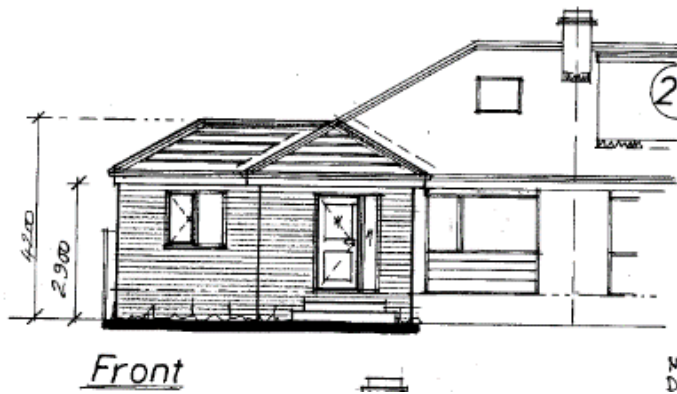
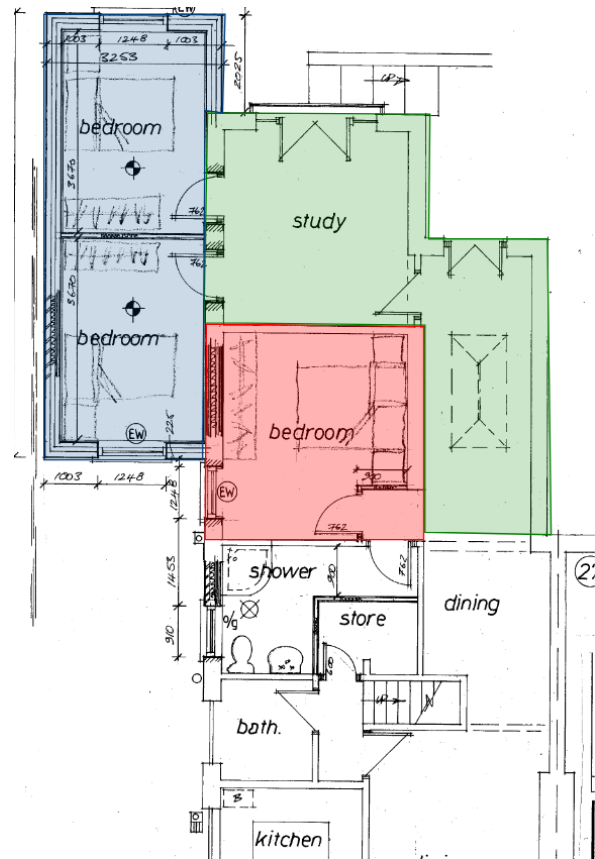
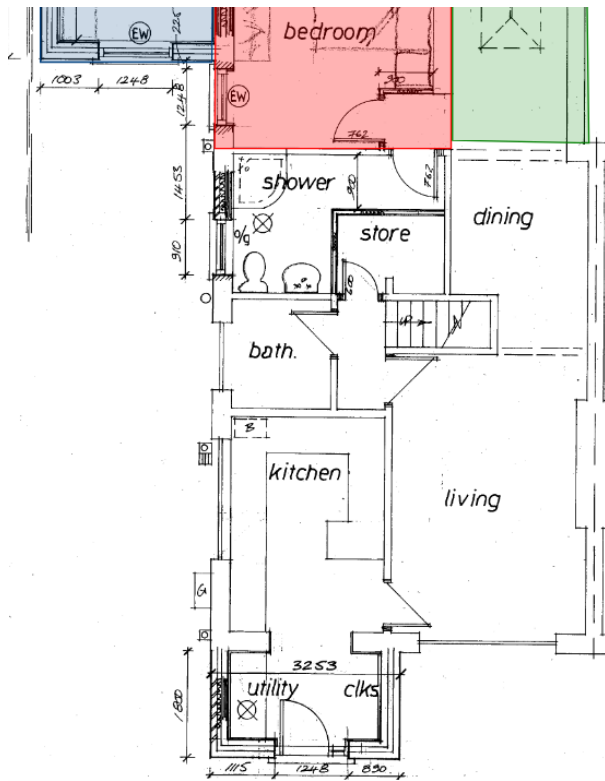
2007/0953 – Erection of single storey rear extension to dwelling – Approved July 2007 (highlighted in red below)

2014/0328 – Erection of single storey rear extension to dwelling and internal alterations – Approved June 2014 (highlighted in green below)



Proposed Development

The applicant seeks permission for the erection of a single-storey front porch extension projecting 1.8m from the front elevation and extending 3.2m along it. Permission is also sought for the erection of a single storey side and rear extension (highlighted in blue); the extension is to project 2.95m from the side elevation of the existing extension, extending the full depth of the side and rear extension and projecting 2m beyond the rear elevation of the existing extensions.



Policy Context

Planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise, and the National Planning Policy Framework 2021 (NPPF) does not change the statutory status of the development plan as the starting point for decision making. The Local Plan was adopted by the Council in January 2019 along with a series of Supplementary Planning Documents.

Local Plan

The site is allocated as Urban Fabric within the Adopted Local Plan, which has no specific land allocation and therefore the following policies are relevant:

Policy GD1 General Development

Policy D1 High Quality Design and Place Making

Policy SD1 Presumption in favour of Sustainable Development

Supplementary Planning Document: House Extensions and Other Domestic Alterations

The Supplementary Planning Document (SPD) sets out the design principles that specifically apply to the consideration of planning applications for house extensions, roof alterations, outbuildings & other domestic alterations and indicates that these developments:

1. be of a scale and design which harmonises with the existing building
2. not adversely affect the amenity of neighbouring properties
3. maintain the character of the street scene and
4. not interfere with highway safety.

Consultations

None

Representations

Neighbour notification letters were sent to surrounding properties; no representations have been received.

Assessment

Principle of development

The site falls within urban fabric which has no specific land allocation; however, the site and surrounding area is made up principally of housing. 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.

Visual Amenity

The Supplementary Planning Document for House Extensions 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'. Whilst the property in question is single storey, a single storey side extension is tantamount to a two-storey extension on a two-storey property and therefore the principles apply. In this instance the proposed side extension projects 2.95m from the side elevation and therefore complies with the guidance set out in the supplementary planning document.

The document also states that a two-storey side extension 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; the proposal allows for a set-back of approximately 9m, in excess of the guidelines set out in within the SPD.

Due to the topography of the area, the rear elevation is visible to some extent from the highway to the rear Martin Close, this is a small residential cul-de-sac and not a through road. Nevertheless, both the proposed front, and side and rear extensions are designed to reflect the original dwelling in terms of roof style and pitch and are to be constructed from materials which match the original dwelling. In addition, the proposed extension sees the introduction of a door to the front elevation, providing an active frontage to the dwelling. It is therefore considered that the proposed extension is acceptable in terms of visual amenity and in compliance with Local Plan Policy D1: High Quality Design and Place Making.

Residential Amenity

Supplementary Planning Document – House Extensions and other Domestic Alterations states that single storey extensions to the rear of semi-detached dwellings should not project more than 4m and that the eaves height should not exceed 2.5m where the extension would project beyond 3m. It is acknowledged that the extension would exceed the dimensions above, however the extension has been designed to harmonise with the original dwelling in terms of the eaves height of 2.9m.

The position of an extension in relation to a neighbouring property and to the path of the sun can influence the level of daylight and sunlight received by that property. Extensions directly to the south and south-west will generally have a greater impact than those located to the north or east. The council will seek to protect principle habitable room windows on the front and rear elevations of the adjacent property, but not secondary windows i.e., halls, stairs, utility rooms, toilets, and bathrooms, particularly those on side elevations.

The proposed side and rear extension would be located on the north-western side elevation of the dwelling, to the south of 23 Herons Way and would project closer to the side boundary with this property, which would lead to some increase in overshadowing. However, the dwellings are separated by the driveway associated with the neighbouring dwelling and whilst some of the windows on the side elevation of the potentially affected property are classed as habitable rooms a single storey side extension could be erected on the side elevation under permitted development which would have a greater impact than the proposed, which is set back along the side elevation and not directly facing the habitable room windows. In addition, whilst the proposed extension would extend beyond the rear elevation of the neighbouring dwelling, a garage associated with 23

Hérons Way is located along the boundary, which would limit the level of overshadowing of the private amenity space associated with the dwelling.

The proposed extension would project closer to the rear boundary than the existing extended dwelling, and to the west of the property beyond, which is set at a lower level than the application property. This could lead to some increase in overshadowing; however, the extension is located approximately 7m from the rear boundary and it is considered that the increase in overshadowing would not be to a detrimental level.

The proposed extension does not include windows along either side elevation, and those located in the north-eastern rear elevation are located approximately 7m from the rear boundary which is considered a sufficient distance to limit increasing levels of overlooking, with the existing boundary treatment providing suitable screening.

It is acknowledged that the proposed extension in addition to the existing extensions would take up a significant amount of rear garden space, however given that the extension is to be predominantly located on the side elevation of the dwelling it would limit the amount of rear garden space utilised for the proposed extension, retaining approximately 80m² of rear garden space, which is significantly greater than the minimum requirement of 60m² for a new dwelling of this size.

The front porch extension would not lead to an increase in overshadowing or increase levels of overlooking due to its relationship with the path of the sun and the surrounding properties.

In light of the above, it is therefore considered that the proposal would not result in a significant increase in overlooking, overshadowing or reduce levels of outlook of neighbouring properties to a detrimental level and is in compliance with Local Plan Policy GD1.

Highway safety

The proposed extension does not result in the loss of off-street parking, nor a requirement for additional parking provision. It is acknowledged that it would be located on the side elevation of the dwelling, however the area is currently utilised as additional outdoor space, with a boundary fence separating the area from the front of the dwelling.

A driveway of approximately 16m is retained which is of sufficient length to accommodate 2no vehicles, along with the parking area provided to the front of the dwelling; therefore, it is considered that the proposed extensions would not impact on highway safety and as such is acceptable and in compliance with Local Plan Policy T4.

Conclusion

Based on the assessment above it is considered that the proposed development would not have a significant adverse impact on the amenity of neighbouring residents by means of overshadowing, overlooking or loss of outlook, nor would it have a detrimental impact on the character of the street scene or upon highway safety and as such is in compliance with Local Plan Policies GD1, D1 and T4 and is acceptable.

Recommendation

Approve with conditions