

2024/0628

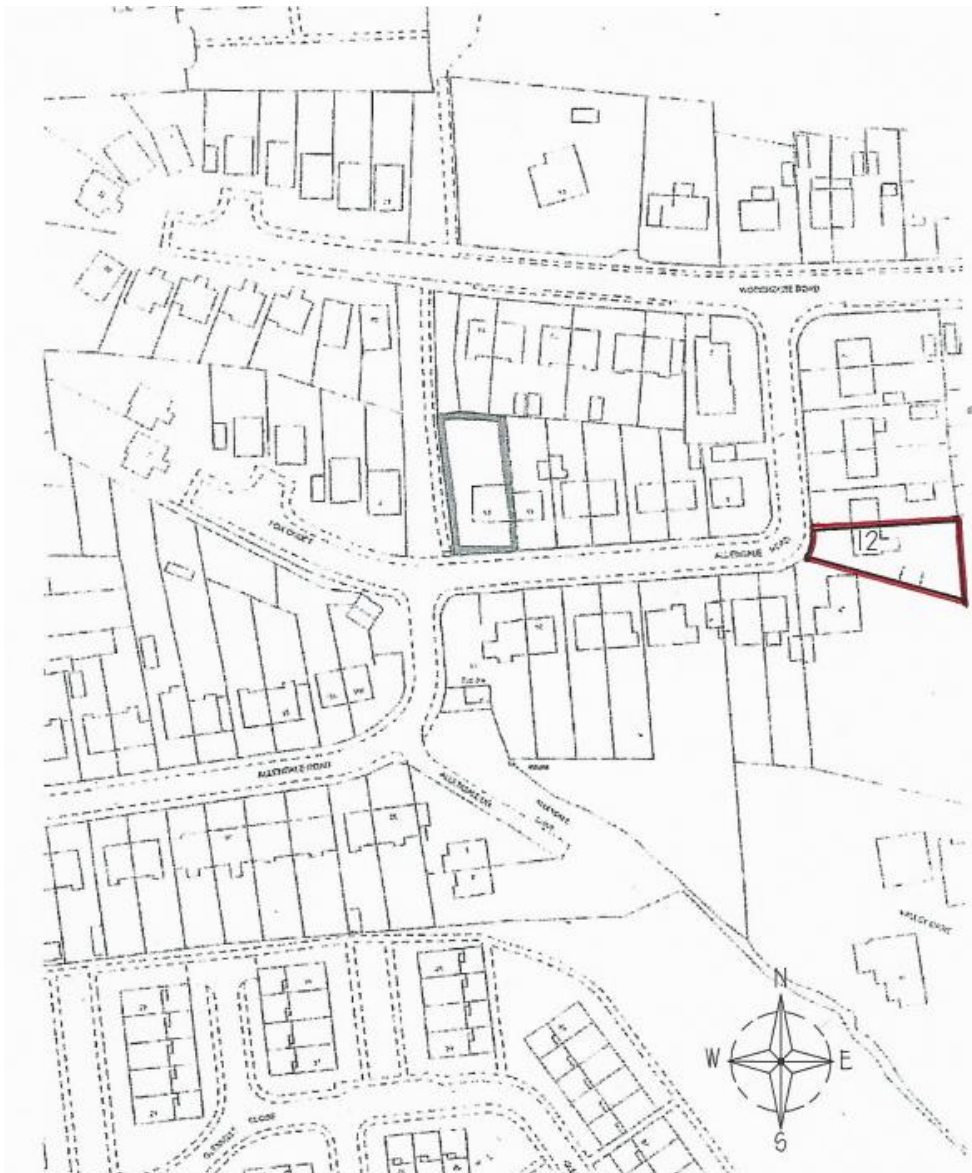
Mr Ashley Whitehead

12 Allendale Road, Hoyland, Barnsley, S74 9AP

Removal of existing garage and erection of two storey side and single storey rear extensions to dwelling

Site Description

The application relates to a semi-detached dwelling located on a residential street, Allendale Road within the Hoyland area. The property is constructed of red brick with a tiled hipped pitched roof. The surrounding area is characterised by both detached and semi-detached properties with the occasional detached bungalow. Properties are predominantly either red or brown bricked with pitched tiled roofs.



Planning History

No History

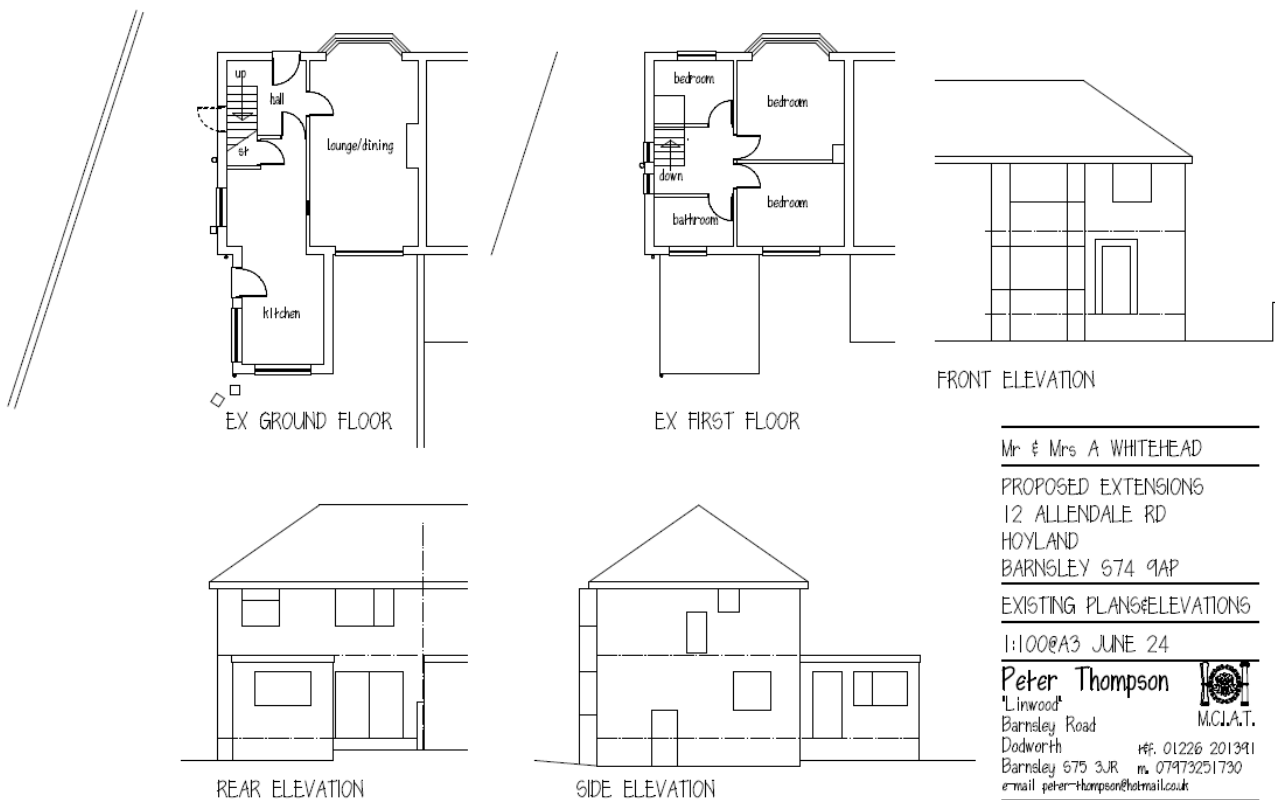
Proposed development

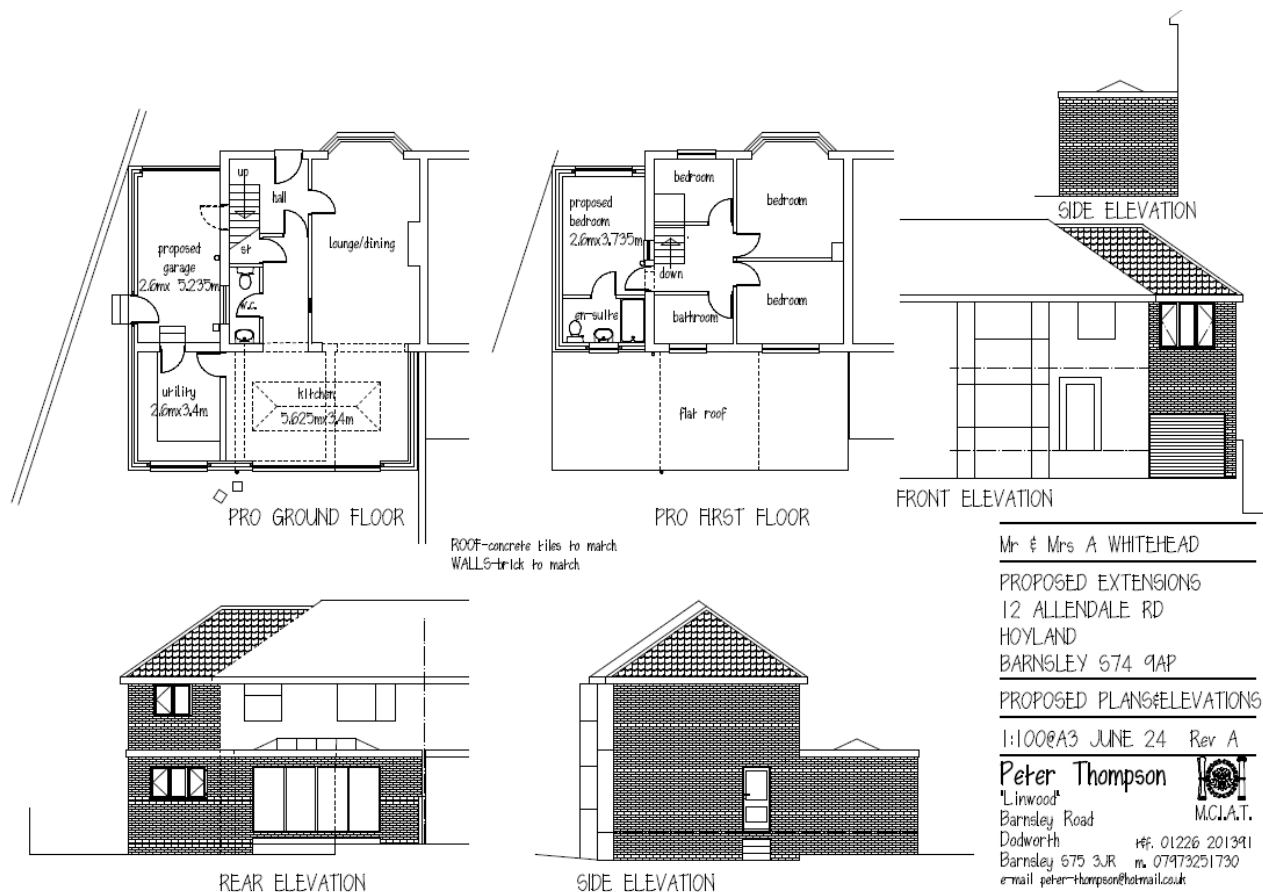
The applicant is seeking permission to a two-storey side extension with single storey flat roofed rear extension.

The proposed two-storey side extension will be project to the south of the property by approximately 2.9 metres with an approximate length of 5.8 metres. An approximate eaves height of 5.5 metres and ridge height of 8 metres has been proposed. The roof form is a hipped roof to replicate the existing roof and is set down at the ridge. The side extension has an approximate set back of 0.46 metres. Glazing is detailed to the first-floor principal elevation servicing a bedroom and the first-floor rear elevation servicing the en-suite. A garage door is detailed to the ground floor of the principal elevation and a side door with stepped access is detailed to the south side elevation.

A flat roofed rear extension has been proposed to the rear of the property. This will span the whole width of the property including the proposed side extension providing an approximate width of 9 metres. A ridge height of approximately 2.7 metres is proposed to the north end of the extension and approximately 3 metres to the south end of the extension. This is due to the change in ground level on the site. A roof lantern is proposed centrally to the kitchen and aligned with the rear facing doors detailed to face the rear (east) boundary. The doors are approximately 4 metres wide. Glazing is also detailed to the rear elevation servicing a utility.

Matching materials have been detailed throughout.





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 in the adopted Local Plan which has no specific land allocation. Therefore, the following policies are relevant:

- **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.**

Supplementary Planning Document(s)

- ***House Extensions and Other Domestic Alterations.***
- ***Parking.***

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 and beautiful places.***

Consultations

No consultees were consulted on this application.

Representations

Neighbour notification letters were sent to surrounding properties. No representations were received.

Assessment

Principle of Development

Extensions and alterations to a domestic property and the erection of detached outbuildings in a domestic curtilage are acceptable in principle if they would remain subservient and would be of a scale and design which would be appropriate to the host property and would not be detrimental to the amenity afforded to adjacent properties, including visual amenity and highway safety

Residential Amenity

Extensions and alterations to a domestic property are considered acceptable if the proposal would not adversely affect the amenity of neighbouring properties.

The proposed extension would be erected on a higher level and beyond the rear elevation of 14 Allendale Road. However, the neighbouring rear elevation windows would not face the extension and, given the proposal is orientated to the north, the extension would not unreasonable increase overshadowing or be an overbearing feature.

There are no overlooking issues as no glazing has been proposed to the side elevation. An external door has been proposed to the south side elevation which services the garage. This does not service a habitable room and so will not be considered to overlook or cause any residential amenity concerns. Although the extension will be two-storey and at the principal elevation adjoin the boundary, the extension is not considered to be overbearing to a detrimental degree. The rear first floor glazing will be conditioned to be obscured as this window services an en-suite. This is to protect the residential amenity of both the applicant and rear neighbouring properties.

The single storey rear elevation will not detrimentally affect the residential amenity of 14 Allendale Road for the same reasons as above. Although the proposal is to the south of 10 Allendale Road, the proposal will not cause significant overshadowing due to the existence of a single storey rear extension at the neighbouring property with a similar rearward projection. No side windows have been proposed preventing any overlooking issues.

The proposal provides rear glazing which is not considered to cause any detrimental overlooking issues to the rear neighbouring properties as there is a distance greater than the required 21 metres between any habitable rooms.

No objections have been received and no previous issues have been raised in relation to overlooking from the existing rear extension.

The proposal is therefore not considered to result in significantly increased levels of overshadowing, overlooking or reduced levels of outlook and would not have an overbearing impact. The proposal is therefore considered to comply with *Local Plan Policy GD1: General Development* and would be acceptable regarding residential amenity.

Visual Amenity

Extensions and alterations to a domestic property are considered acceptable if they would not significantly alter or detract from the character of the street scene and would sympathetically reflect the style and proportions of the existing dwelling,

The House Extensions and Other Domestic Alterations SPD states that a 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 two thirds the width of the original dwelling), and that all two-storey side extensions should have a pitched roof following the form of the existing roof. In addition, to prevent a terracing effect and to avoid detrimental changes to the character of the street scene, it will be desirable to provide a setback of at least 0.5 metres from the main front wall of the dwelling, and where practicable, 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 and to give the benefit of external access to the rear of the property.

The two-storey side extension benefits from a setback of approximately 0.46 metres. Although this is slightly less than the desirable 0.5 metres this is considered acceptable. A lowered ridge height is also detailed. These two elements allow the proposal to be subservient to the existing dwelling. Ideally two-storey extensions are required to be 1 metre from the boundary. Although the principal elevation of the extension is up to the boundary, the majority of the proposal is more than a metre from the boundary. There is also a precedent within the Barnsley area of finding this acceptable due to the restrictive shape of the plot. The proposal is also less than two thirds the width of the original dwelling. It has been communicated to the applicant to consider the logistics of bin storage at the site. It is acknowledged no pedestrian access is available externally to the rear of the property. This therefore restricts bin access. Bins could therefore either be stored in the proposed garage extension or taken through the garage to the rear of the property via the proposed side door.

The rear extension satisfies the 45-degree rule as the proposal will provide a similar projection to the neighbouring extension. It is noted the single storey extension eaves height is slightly above the desired 2.5 metres height for rear extensions of 3 metres, but this is not considered to have a detrimental affect to the neighbouring properties. Although flat roofed extensions are not preferred, this proposal will not be seen from the street and so does not have a detrimental effect to the character of the street.

Matching materials have been detailed which prevents any detrimental effect to the character of the street scene.

The proposal is therefore not considered to significantly alter or detract from the character of the street scene and is considered to comply with *Local Plan Policy D1: High Quality Design and Placemaking* and would be acceptable regarding visual amenity.

Highway Safety

The proposal would result in an increase in bedroom accommodation of 3 to 4. The site already provides enough parking facilities for 2 or more cars so will not require any additional parking facilities.

The proposal is therefore considered to comply with *Local Plan Policy T4: New Development and Transport Safety* and would be acceptable regarding highway safety.

Recommendation

Approve with Conditions