

2023/0838

Mr Lee Howarth

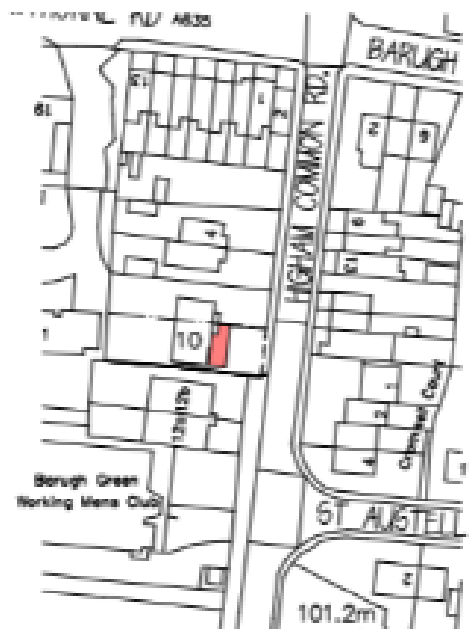
10 Higham Common Road, Barugh Green, Barnsley, S75 1LD

Single storey front extension to dwellinghouse and widening of vehicular access and front of dwelling parking area (Amended Plans).

Site Description

The application relates to a plot located on the western side of Higham Common Road and in an area that is principally residential, including limited commercial premises, and educational facilities. The application site is immediately adjacent a building that accommodates a pharmacy and barbers with flats above.

The property in question is a two-storey semi-detached property with a front porch and existing two-storey side extension. The property is constructed of red brick and features a pitched roof that uses grey concrete interlocking roof tiles. It is setback from the highway and fronted by areas of soft landscaping alongside a driveway servicing and existing integral garage. A garden is located to the rear and accessed to the south of the property, and the site is bounded by a conifer hedge and a low brick-built wall with iron railing to the front and timber panelled fencing to the rear.



Planning History

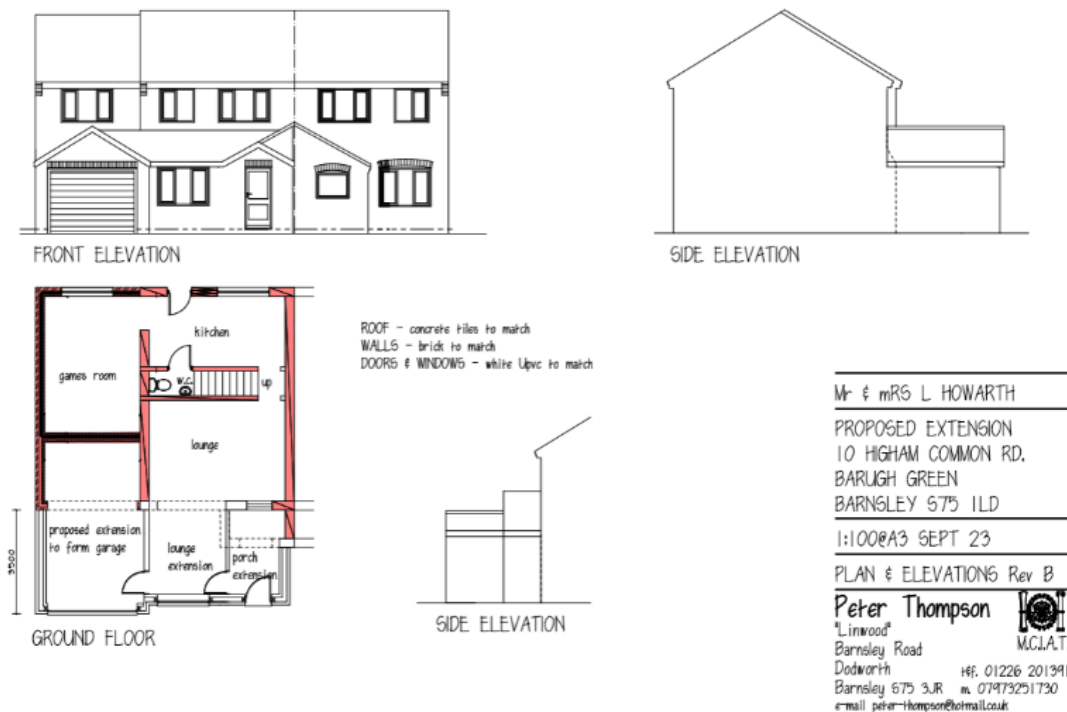
There are two previous planning applications associated with the application site:

- B/84/0759/DT – Erection of 2 pairs of semi-detached dwellings and formation of vehicular accesses. – Approved.
- 2018/0214 – Erection of two storey side extension to dwelling. – Approved.

Proposed Development

The applicant is seeking approval for the erection of a single storey extension and the widening of an existing vehicular access and parking area to the front of the property. An existing boundary wall and conifer hedge to the front of the property would be removed. The conifer hedge would be replaced by a new 1.8-metre-high vertical boarded timber fence.

The proposed extension would be constructed of red brick and would project from the front elevation of the dwellinghouse by a total of approximately 3.5 metres with a width of approximately 8.6 metres. The extension would adopt an apex and pitched roof with grey concrete roof tiles and a total approximate eaves and ridge height of 2.3 metres and 3.6 metres respectively.



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 application site is allocated as urban fabric within 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 GD1: General Development.***
- ***Policy D1: High quality design and place making.***
- ***Policy T4: New Development and Transport Safety.***

Supplementary Planning Document: 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.***

Consultations

Highways DC were consulted on the application and no objections were received subject to conditions.

Representations

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

Assessment

Principle of Development

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.

Visual Amenity

The front elevation of a building is the most important for its contribution to the street scene. Generally, therefore, extensions to the front of a building should be of a high standard of design and should not detract from the quality of the existing dwelling or character of the street scene. Larger extensions can appear particularly intrusive but may be acceptable where they would be setback from the highway and would adopt the form and features of the original dwellinghouse.

In this instance, the proposed extension would be visible from the public realm of Higham Common Road and initial concerns were raised regarding its scale, the lack of symmetry maintained with the adjoining semi-detached property, and the loss of soft landscaping, including areas of grass and the boundary wall to the front. The culmination of these concerns could have been particularly averse to the character of the street scene, especially as residential properties in the immediate locality are generally differentiated and fronted by a form of soft landscaping enclosed by a boundary treatment.

Amended proposals which are subject to consideration were received to address these concerns. The conifer hedge forming the northern boundary treatment would be removed and replaced with timber fencing, and the southernmost part of the front boundary wall would be removed; however, an area of grass to the north-east corner of the application site and the boundary wall immediately adjacent would now be retained. The extension would maintain the projection originally proposed; however, the roof has been altered and would now retain and incorporate the roof of the existing porch to maintain some degree of symmetry with the adjoining property and reduce its presence as a dominating feature. The extension would be constructed of red brick and use grey concrete roof tiles that would match or be of a similar appearance to the external materials of the original dwellinghouse and existing two-storey side extension.

There are several examples of similar types of development within the street scene and immediate locality; however, such extensions are often much smaller in scale compared with that which is proposed. Therefore, it is acknowledged that there could be some impact to the character of the street scene. The existing street scene is varied comprising two-storey terraced and semi-detached properties of varying scale and appearance. Existing larger, flat roof extensions to the rear of properties located near the junction of Higham Common Road with Barough Green Road are visible from public viewpoints and are likely to contribute to existing levels of impact. Similarly, existing flat roof porches within the locality and the flat roof building accommodating Barough Green Club are also likely to contribute to existing levels of impact. As such, the potential impact of the proposed extension is not expected nor considered to be unduly harmful, especially as the extension would be setback from the highway and adopt a sympathetic design, including roof type and external materials.

Overall, it is acknowledged that the scale of the extension is relatively large and not entirely in-keeping with the existing character of the street scene; however, the extension would remain subordinate to the existing extended property and would adopt sympathetic features and external materials, retaining some elements that define residential properties in the area. The extension would maintain some degree of symmetry with the adjoining property and would reflect the appearance of existing extensions within the locality albeit to a larger scale. The extension is aesthetically, likely to contribute more positively to the character of the street scene compared with some existing structures.

The proposals, on balance, are therefore considered sympathetic to the main dwelling and 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.

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.

A 45-degree rule will be applied as a guide to determine and limit the extent of overshadowing to adjacent neighbouring properties.

The proposed extension would be located to the north of adjacent commercial premises and to the south of 8 Higham Common Road. Generally, extensions located to the south of adjacent properties are expected to have a greater impact regarding overshadowing. In this instance, it is acknowledged that the projection of the extension and its proximity to the northern party boundary could contribute to some overshadowing; however, this is not expected to be detrimental, especially as it would only likely affect a secondary window serving a porch. Moreover, the 45-degree rule would not be exceeded, and the existing boundary treatment comprising a conifer hedge would be replaced with a fence of a similar height. As such, it is not considered that levels of overshadowing would significantly increase beyond existing levels of impact that are likely to be experienced.

There would be no increase in the number of windows serving the property, and windows would be limited to the front elevation of the extension. Though the projection of the extension would lessen the distance from neighbouring properties located to the east of the application site, a sufficient separation distance would be maintained. Moreover, the host property is positioned lower due to topography differences which could further mitigate potential impacts. As such, it is not considered that the proposals would result in significantly increased overlooking or result in the loss of privacy.

Similarly, existing levels of outlook are likely to be maintained, especially as the extension would follow the form of the existing property and be unlikely to cause an obstruction.

As such, the proposals are not considered to be overbearing, resulting in increased overshadowing, 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.

Highway Safety

The application site benefits from an existing driveway and integral garage within an existing two-storey side extension, serving a 4-bedroom property. The integral garage is not sufficiently sized to facilitate the parking of a vehicle and is currently used for domestic storage; however, the existing driveway can accommodate a minimum of two vehicles.

The proposed extension to the front of the property would enable the enlargement of the existing integral garage. Best practice suggests that the internal floor area of a garage should be 3 metres by 6.5 metres. In this instance, the enlarged garage would achieve approximately 3.2 metres by 5.6 metres. As such, the garage would not be included in the total parking provision of the site; however, it is acknowledged that the space may be sufficient to accommodate some smaller vehicles.

Nevertheless, the proposed widening of the existing driveway and access would enable the site to maintain off-street parking arrangements for a minimum of two vehicles, and as there is no requirement to provide additional parking or objections from Highways DC, it is considered that

highway safety would be maintained to a reasonable degree and the proposals would be acceptable and in compliance with *Local Plan Policy T4: New Development and Transport Safety*.

Recommendation

Approve with Conditions