

2024/0442

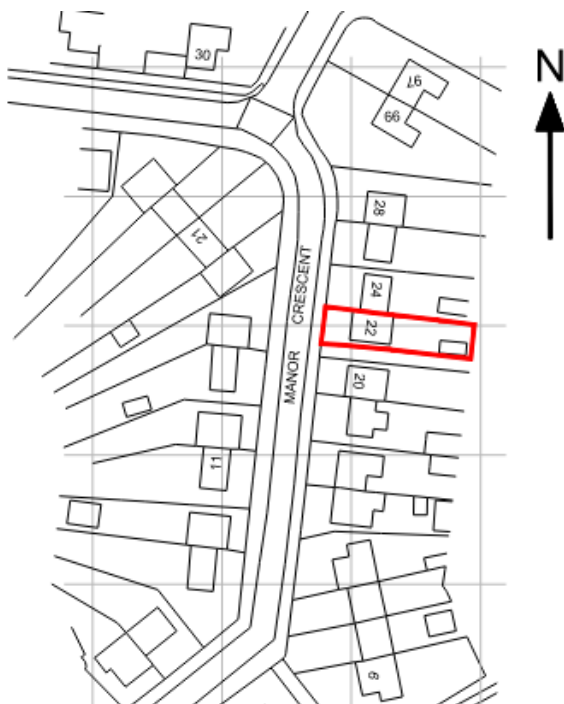
Applicant: J Rushforth

Address: 22 Manor Crescent, Grimethorpe, Barnsley, S72 7AF

Description: Removal of chimney and installation of dormer to 2 storey semi-detached dwelling

Site & Location Description:

Located towards the north of Grimethorpe village centre, the early twentieth century estate comprises of similar, but unusual designed blocks of Semi-detached and terraced houses. The application dwelling is one of the pairs of red-brick semi-detached houses, where the houses do not match symmetrically. Both dwellings within the pair feature a tiled, open gable roof design, but the neighbouring dwelling is adjoined at a 90-degree angle, featuring a side gable end, whilst the application dwelling, with its front-end gable sits prominent within the block. Most of the semi-detached and end terrace houses feature this prominent front end gable design. As the street is of a semi-circular design, rising up, around, and back down to Brierly Road, the street scene features houses stepping down from beyond the application dwelling, and continuing to the junction with Brierly Road. Between the application dwelling and No.20 Manor Crescent is an alleyway leading to informal green space at the rear of the dwellings.



Planning History: None

Proposed: The proposal is for a dormer on the side elevation between the application dwelling and the neighbouring dwelling of No. 20. To ensure headroom within the proposed dormer is adequate, their roof would be heightened by approximately 0.52cm. At Highways request, revised parking provision would be created with the front garden.

Approximate Measurements:

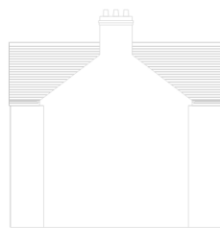
Proposed Dormer

- **Height: 2.46 m**
- **Depth 3.14m**
- **Length: 7.39m**
- **Cubic Volume 28.54m³**
- **Distance Eaves: 0.5m**

Roof Alterations (Original)

- **Maximum Eaves Height: 4.97m (4.97m)**
- **Maximum Roof height: 7.76m (7.24m)**

Existing and Proposed Floor Plans and Elevations



SIDE ELEVATION FROM NO 24 - EXISTING



FRONT ELEVATION - EXISTING



REAR ELEVATION - EXISTING



SIDE ELEVATION FROM NO 20 - EXISTING



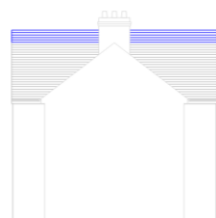
GROUND FLOOR - EXISTING



FIRST FLOOR - EXISTING



FIRST FLOOR - EXISTING



SIDE ELEVATION FROM NO 24 - PROPOSED



FRONT ELEVATION - PROPOSED



REAR ELEVATION - PROPOSED



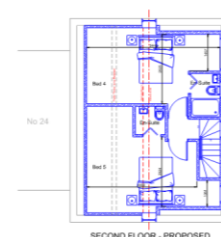
SIDE ELEVATION FROM NO 20 - PROPOSED



GROUND FLOOR - PROPOSED (UNCHANGED)



FIRST FLOOR - PROPOSED



SECOND FLOOR - PROPOSED

Local Plan Designation: Urban Fabric

Conservation Area: No

Neighbour Representations:

Letters were sent to nearby addresses; No comments were received.

Consultees:

Highways DC: With an increase in the number of bedrooms, Highways did not consider the existing semi-formal parking provision within the front garden as adequate. Revised plans were submitted with amendments to the existing parking provision. Upon assessment of the plans, Highways withdrew their objection subject to a standard condition in relation to the standard of parking provision provided.

Policy Context

Planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise and the 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 also 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 and are a material consideration in the decision-making process.

The Local Plan review was approved at the full Council meeting on 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.

NPPF

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. At the heart is a presumption in favour of sustainable development. Development proposals that accord with the development plan should be approved unless material considerations indicate otherwise. Where the development plan is absent, silent, or relevant policies are out-of-date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole; or where specific policies in the Framework indicate development should be restricted or unless material considerations indicate otherwise.

In respect of this application, relevant policies include:

Section 12: Achieving well-designed and beautiful places -

The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

Within section 12, paragraph 139 is the most relevant which indicates:-

Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or

b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

Local Plan

In reference to this application, the following Local Plan policies are relevant:

GD1 - General Development – Development will be approved if there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents.

SD1 - Presumption in favour of Sustainable Development: When considering development proposals we will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.

D1 - High Quality Design and Place Making: Development is expected to be of a high quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and other features of Barnsley.

T4 – New Development & Highway Safety: New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement.

Supplementary Planning Documents (SPD)

House Extensions and Other Domestic Extensions

Assessment

Principle of development

The site is located within land designated as Urban Fabric. 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.

Residential Amenity

The proposal had been amended from that which was originally proposed, and whilst some concern remains over impact of residential amenity on the neighbouring dwelling of No.20, concern over the residential amenity of the current and potential future users of the dwelling has been modestly improved through the enlargement of new windows on the front and rear elevation of the dwelling. The impact of overbearing on the adjacent neighbouring dwelling of No.20 has hopefully been reduced by a reduction in the proposed increase of roof height, dropping from 7.91m to 7.76m, an

increase in current roof height of 50cm, instead of 65cm, whilst still maintaining a 2m clearance (where appropriate) within the rooms inside the roof space. There remains some concern of overlooking on No.20 by the proposed dormer extension but it would appear the windows would predominantly overlook the roofline of No.20 or secondary non-habitable windows. The exception would be the proposed dormer window at the rear of the side elevation. This window may potentially overlook into the bedroom on the opposite elevation of No.20, which is set considerably lower. It would though not be suitable to request obscure glazing, as is found in the proposed adjacent bathroom window, as that could be restrictive on the amenity of the users of the dormer. In mitigation of the concern, it appears that the existing first floor bedroom windows (as with other windows) on the side elevations of both dwellings would already overlook each other. With an approximate 5.19m distance between the elevations, it would be assumed that if the mutual overlooking of any dwelling was a concern, it would already be mitigated against by the relevant occupiers, and that the potential caused by the window in the dormer would be much less significant.

For the residential amenity of the loft conversion and dormer, unlike an existing bedroom, on the first floor, which may have been deemed too small by current spacing standards; the rooms within the loft are of an acceptable size. Whilst the dormer windows may provide a prominent view across the roof lines of neighbouring dwellings, the increased size of the still modest sized windows on the front and rear elevations would provide better outlook without harming the amenity of neighbouring dwellings. Although the distance between the proposed front window and the dwelling across the street is just under 20m this would be the same distance as existing windows on the application dwelling, and between comparable dwellings on the street. The rear window looks over informal green space to the rear of the dwelling.

Visual Amenity

There will be some impact on the character of the dwelling, and upon the street scene caused by the proposed dormer. Whilst its position on the side of the dwelling is more preferable than being located on the front elevation, a dormer on rear elevation may have reduced the impact on the principle front street scene further. The initial plans included a larger increase to the existing ridge height of the house, but with the adjacent dwelling set lower, would have been a significant disparity. The ridge height has now been reduced by 15cm, and the dormer is inline within this ridge, whilst still increasing the roof height, the impact within the street scene would be reduced. If the roof height had not been increased, the size and location of the dormer would have been allowable through permitted development rights. Within the broader street scene, unlike a rear or front dormer, the dormer would be reasonably hidden from view, when looking at a broad view of the street scene but would become more visible within close proximity to application dwelling. Overall, it would appear that the impact of the dormer would be noticeable but would only have a small impact on the dwelling and street scene, it would be not be considered significant enough to merit a refusal of the application.

Highway Safety

Following highway advice and with provided conditions, there are proposed changes to the parking provision, but these would improve both parking and highway safety, in relation to the application dwelling and access into and out of the cartilage.

Recommendation: Approve with conditions