

2023/0546

Mr Christopher Malcolm Beckett

151 and 153 Weetshaw Lane, Cudworth, Barnsley, S72 8BL

Proposed refurbishment works to two properties including rear extensions with balcony, raising of height of buildings for loft conversion, and detached garages

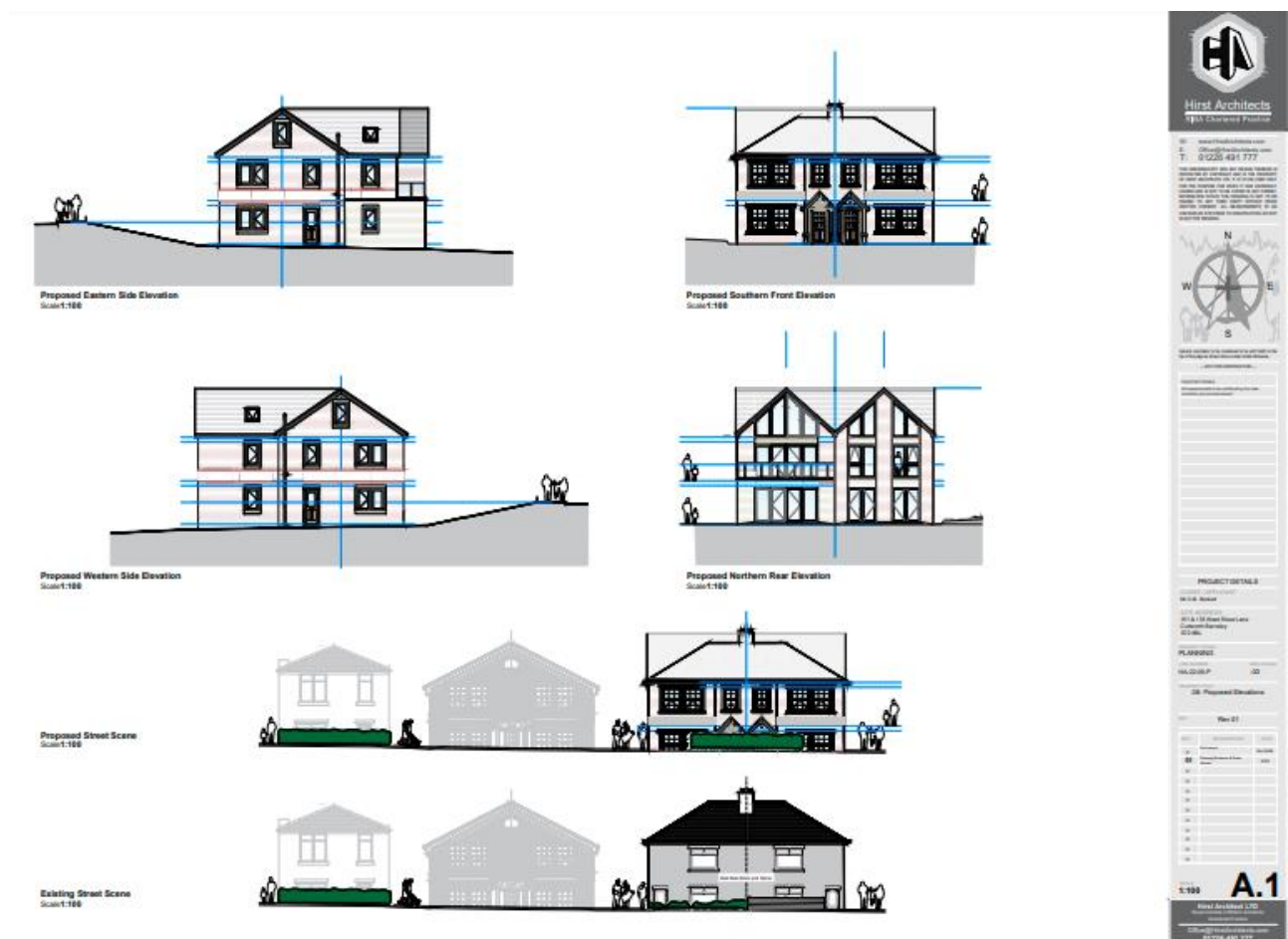
Site Description

The application relates to two semi-detached dwellings located in Cudworth. Weetshaw Lane has a mixed residential street scene featuring various types of dwellings and design features. Both dwellings have small gardens to the front with driveways to the side. The driveway to the side of no.151 extends to the rear of both properties which feature long rear gardens.

Planning History

B/82/1164/CU - Erection of extension to dwelling

Proposed Development



The applicant seeks approval for works to two properties including rear extensions (one with a balcony), the raising of the height of the building for a loft conversion, and detached garages. The upwards extension of the building will be 0.6 metres with no change in the eaves height.

The extension to no. 151 will project 3.3 metres at first floor level and 5.1 metres at ground floor level from the rear elevation of the dwelling. The extension has a width of 6.2 metres. The extension will feature a pitched roof with a ridge height of 8.75 metres and an eaves height of 5.7 metres at first floor level. At ground floor level it will feature a flat roof with a total height of 3.2 metres and include a balcony. The materials used will be matching brickwork and grey concrete roof tiles.

The extension no.153 will project 5.1 metres at first-floor level from the rear elevation of the dwelling. The extension has a width of 6.2 metres. The extension will feature a pitched roof with a ridge height of 8.75 metres and an eaves height of 5.7 metres. The materials used will be matching brickwork and grey concrete roof tiles.

The two garages are identical with a length of 8 metres and a width of 6.1 metres. The garages will feature pitched roofs with a ridge height of 4.7 metres and an eaves height of 2.35 metres. The materials used will be matching brickwork to the proposed dwelling on the side elevations and stone to the front and rear elevations.

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.

Local Plan Allocation – Green Belt

To the extent that development plan policies are material to an application for planning permission the decision on the application must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004).

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

Policy SD1: Presumption in favour of Sustainable Development – States that proposals for development will be approved where there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents. Development will be expected to be compatible with neighbouring land and will not significantly prejudice the current or future use of neighbouring land. Policy GD1 below will be applied to all development.

Policy 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. Development will be expected to be compatible with neighbouring land and will not significantly prejudice the current or future use of neighbouring land.

Policy 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.

Policy GB1: Protection of Green Belt – In accordance with the NPPF, the erection of new buildings within the green belt will be classed as ‘inappropriate’ development with sites in the green belt being protected from such.

Exceptions to this are:

- Buildings for agriculture and forestry;
- Provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries;
- The extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- The replacement of a building provided the new building is in the same use and not materially larger than the one it replaces;
- Limited infilling in villages, and limited affordable housing for local community needs; and
- Limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land).

All such buildings will still be considered in terms of their impact on the openness of the green belt and whether they cause other harm.

In accordance with the NPPF and as set out in GB1, the Council will not allow proposals for ‘inappropriate’ development in the Green Belt unless it can be shown that there are very special circumstances that justify setting aside local and national policy.

Policy GB2: Replacement, extension and alteration of existing buildings in the Green Belt – Provided that it will not have a harmful impact on the appearance, or character and will preserve the openness of the Green Belt, we will allow the following development in the Green Belt:

- Replacement buildings where the new building is in the same use and is not materially larger than that which it replaces;
- Extension or alteration of a building where the total size of the proposed and previous extensions does not exceed the size of the original building;
- Dividing an existing house to form smaller units of accommodation.

All such development will be expected to:

- Be of a high standard of design and respect the character of the existing building and its surroundings, in its footprint, scale and massing, elevation design and materials; and
- Have no adverse effect on the amenity of local residents, the visual amenity of the area, or highway 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.

The general principles are that proposals should;

- Be of a scale and design which harmonises with the existing building;
- Not adversely affect the amenity of neighbouring properties;
- Maintain the character of the street scene; and
- Not interfere with highway safety

The above principles are to reflect the revised principles in 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 Government attaches great importance to the design of the built environment. 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. It is important to plan positively for the inclusion of high-quality design for all developments, including individual buildings, public and private spaces and wider area development schemes.

Within section 12, paragraph 134 states that *"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"*.

Consultations

Cudworth Ward Councillors were consulted and raised no objections.

Highways Development Control (DC) were consulted and raised no objections subject to conditions.

Highways Drainage were consulted and raised no objections.

Representations

Neighbour notification letters were sent to surrounding properties, no comments were received.

Assessment

Principle of Development

The site falls within Green Belt as such, extensions, roof alterations, outbuildings and other domestic alterations will be considered against the general principles from the SPD and the following criteria;

- The total size of the proposed and previous extension should not exceed the size of the original dwelling
- The original dwelling must form the dominant visual feature of the dwelling as extended

Extensions to residential properties are considered acceptable where they do not have a detrimental impact on the amenity of surrounding residents, visual amenity and highway safety.

Impact on the Green Belt

The starting point to assess extensions and alterations for sites within the Green Belt is identifying how the original dwelling stood in 1948, or whenever the house was built, whichever is later. In this case the dwellings are clearly shown on the 1960 map and the original dwelling measurements will be taken from there.

- Original dwelling 151 = 100sqm
- Proposed dwelling additions 151 = (20.46sqm + 31.62sqm) = 52.08sqm
- Proposed garage 151 = 48.8sqm
- Proposed total dwelling 151 = 100.88sqm
- Original dwelling 153 = 100sqm
- Proposed dwelling additions 153 = 63.24sqm
- Proposed garage 153 = 48.8sqm
- Proposed total dwelling 153 = 112.04sqm

As such, the proposed extensions and outbuilding does not exceed the size of the original dwelling for no. 151 and is in compliance with Local Plan Policy GB2. The size of the original dwelling is slightly exceeded for no. 153 however given this discrepancy is minor and would upset the harmony between the two dwellings with an amendment it is considered acceptable in this circumstance. Due to this permitted development rights will be removed for both properties.

Visual Amenity

The SPD states that '*materials should normally be of the same type, colour and texture to the existing house or as close a match as possible*'. In this case, the proposed materials for both properties will not differentiate from the existing as brickwork is to be used along with grey concrete roof tiles. Although the roof tiles are not a direct match, they are of the same colour palette and match the adjacent dwelling (155 Weetshaw Lane) which has also recently been re-roofed. It is not deemed that the proposed materials will create an alien feature in the street scene.

The proposed increase in roof height will not be significantly detrimental to the street scene of Weetshaw Lane. This section has a very varied street scene, and the height does not exceed the height of the existing dwellings with the inclusion of the existing chimneys. Although the dwellings will be the tallest in the street scene the increase is only 0.6 metres from the existing and the second-floor elements of the proposal are only visible on the rear elevations of the dwellings due to the change in land levels.

From the front elevation which is the most prominent in the street scene the design of the dwellings is not changed significantly from the existing and no windows are proposed at second floor level on the front elevation. Although the roof type will change from a hipped roof to a pitched roof there is little uniformity of roof type in the street scene and the adjacent dwelling also features a pitched roof.

The proposed rear extensions conform to the SPD in terms of the external materials and roof types used, therefore they will have little impact upon the character of the street scene due to the harmony with the existing dwelling and being set to the rear of the property. Although a flat roof is used this will not be visible in the street scene and only projects out in line with the proposed two-storey extension on the adjoining dwelling.

The SPD states that *“detached garages should relate sympathetically to the main dwelling in style, proportions and external finishes. In most cases, it will not be appropriate for a garage to be sited between the house and the road”*. In this case the garages are sited to the rear of the dwellings. The garages feature matching brickwork to the dwelling as well as stone however neither elevation would be clearly visible from the street scene. The garages are significantly setback from the street scene. The proposed development is therefore not considered to be contrary to Local Plan Policy D1: High Quality Design and Place Making and is considered acceptable in terms of visual amenity.

Residential Amenity

No objections were received from the neighbouring properties. The SPD states that *“Two-storey rear extensions will be considered on the basis of the extent of overshadowing, loss of privacy and outlook. Two-storey extensions to terraces and semi-detached properties which abut a party boundary and adversely affect main windows will not normally be allowed. Two-storey rear extensions to semi-detached houses should, therefore, generally be designed with a rear projection of less than 3.5 metres.”* The proposed two-storey rear extension on no.153 exceeds this however the main impact would be to no. 151 which in turn features a balcony to the same projection as well as a 3.3 metre two-storey rear extension therefore mitigating the impact.

The SPD also states, *“Larger extensions may be acceptable in certain circumstances -for instance: where the neighbouring house has been extended; or where there is a strong boundary treatment, such as a high wall or an outbuilding or garage built close to the boundary.”* In this case both neighbouring dwellings have been extended or a proposed to be extended. The proposed rear extensions will not have a significant detrimental impact on any neighbouring property by way of overshadowing or being overbearing. Again, this is because of the cumulative impact of the development of both properties therefore limiting the sole impact on one property.

In terms of overlooking no dwellings are set to the rear of the properties therefore the impact on the glazing all be it of a large quantity will not be significantly detrimental to the amenity of any residents. Furthermore, the proposed balcony on no. 151 is partially screen by the extension to no 153 therefore limiting to view from that to the west towards neighbouring dwellings rear gardens. The side windows at first and second floor level on no.153 will be conditioned to be obscure glazed to limit overlooking of no. 155 in line with the SPD.

The SPD states that *“detached garages should be single storey structures and the eaves height should not normally exceed 2.5 meters from ground level”*. The proposed garages have pitched roofs with an eaves height 2.35 meters. The height of the garages is considered modest and would not cause significant harm to the residential amenity as they are single storey. The use of the garages will be conditioned for domestic use only. The proposal is considered to be in compliance with Local Plan Policy GD1: General Development and is acceptable in terms of residential amenity.

Highway Safety

There will be no impact upon highway safety. The proposals do not result in any changes to the existing access position for either dwelling in terms of frontage parking, only the parking layout at the front of the properties is to be altered. Sufficient off-street parking provision is therefore to be retained, regardless of the additional parking that is to be provided to the rear of the properties. The proposed access to the garages at the rear of no.'s 151 and 153 is to be provided via an extended dropped kerb. A formal agreement is to be put in place that secures rights of access for both properties along with no.155 and this agreement will incorporate an exclusion to prevent the parking of vehicles in front of the garage doors to avoid the restriction of access to adjacent properties. In view of the above, the proposals are considered acceptable.

Recommendation

Approve with conditions