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**2022/0192**

Ms A Buckley

Erection of two storey side and single storey rear extensions to dwelling.

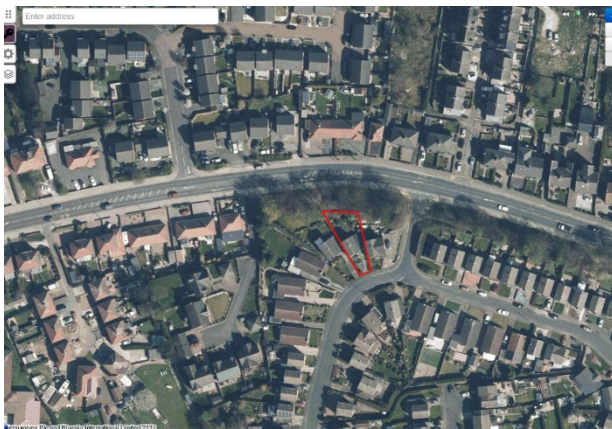
4 Branksome Avenue, Barnsley, S70 6HX

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### **Site Location & Description**

Branksome Avenue is located off Dodworth Road (A628), a main arterial route linking the town centre with the west of the borough and to the motorway network and forms a circular estate linking with Grosvenor Drive. The area is predominantly residential and is characterised by a mix of housing types and designs with a mix of single storey and two storey properties.

The application relates to a two-storey, detached brick-built, gable fronted dwelling located on the northern side of Branksome Avenue, close to the junction Grosvenor Drive and Dodworth Road, resulting in the rear elevation of the dwelling being visible from the highway to the rear. The dwelling is sited at an angle to the highway and set down from it, resulting in a slight under-build at the rear elevation. The dwelling is also built on a staggered building line, resulting in the properties being set forward of its neighbour to the left, there is a slight level difference between the properties on an east/west axis.



## Proposed Development

The applicant seeks permission for the erection of a two-storey side and rear extension and single storey rear extension.

The two-storey extension to project a maximum of 3.4m from the side elevation at ground floor level, reducing to 2.5m at first floor level, and is to extend the full depth of the property, projecting an additional 3.5m from the rear elevation at ground floor level and extending along the full width of the property.

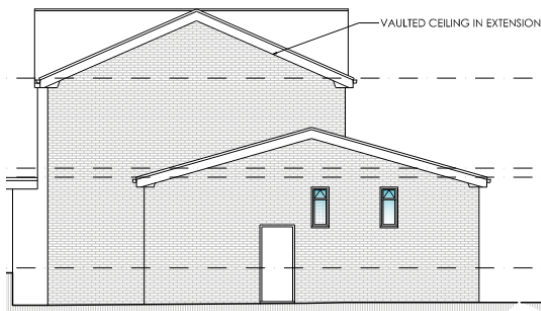
The application has been amended during the planning process and amended plans have been submitted. The original proposal was considered to have a detrimental impact on the neighbouring property to the east, 2 Branksome Avenue, due to the two-storey extension projecting 3.4m from the side elevation and reducing levels of outlook.



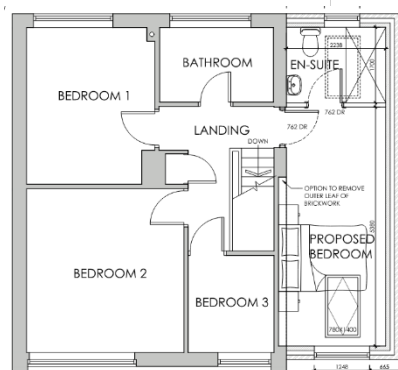
**PROPOSED  
FRONT ELEVATION**  
SCALE 1:100



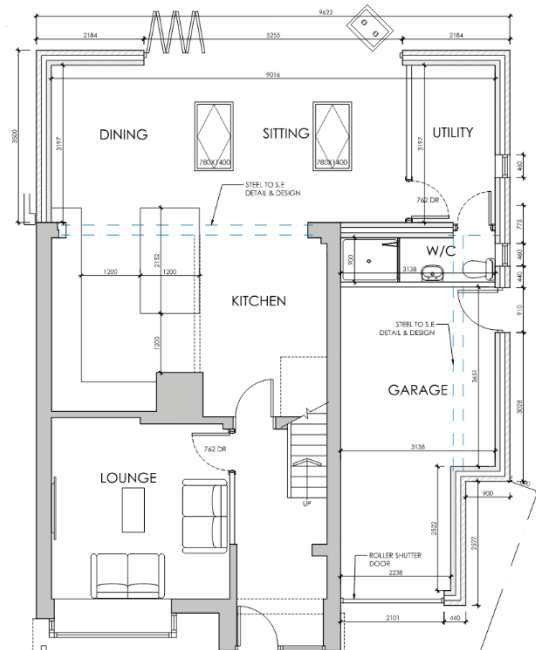
**PROPOSED  
REAR ELEVATION**  
SCALE 1:100



**PROPOSED  
SIDE ELEVATION**  
SCALE 1:100



**PROPOSED  
FIRST FLOOR PLAN**  
SCALE 1:50



**PROPOSED  
GROUND FLOOR PLAN**  
SCALE 1:50

## **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; one letter of objection has been received in relation to the single storey element being located up to the neighbouring boundary. The neighbour wishes the retention of sufficient space for their boundary wall to be maintained.

Following the submission of amended plans, all neighbours were reconsulted; no additional comments were received nor were any withdrawn.

## **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.

### Residential Amenity

As mentioned previously the applicant seeks permission for the erection of a two storey and single storey side extension and single storey rear extension.

The SPD sets out guidance in relation to the extensions to ensure that extensions are designed to limit the impact on neighbouring dwellings. It states that single storey extensions to the rear of terraced houses should not exceed 3.5m in projection and where they exceed 3m in length the eaves height should not exceed 2.5m, on semi-detached dwellings an extension should not project more than 4m and again, the eaves height should not exceed 2.5m where the extension should project beyond 3m. No guidance is provided in relation to detached dwellings other than, extensions to the rear of detached houses will be considered on their design merits where no adjacent properties are affected.

The application property is sited at an angle to the highway and built on a staggered building line, therefore the greatest concern would be the impact of the single-storey and two-storey side extension have on the neighbouring property, 2 Branksome Avenue, as the application property extends beyond the rear elevation of this dwelling. For the purposes of daylight and to avoid an overbearing relationship with neighbouring properties, a 45-degree rule is applied to assess the impact an extension would have. A 45-degree quadrant is taken from the mid-point of the potentially affected window; if the extension falls within this area, then it is considered that the proposal would have an overbearing impact on the neighbouring dwelling.

The width of the side extension is narrower at first floor level, than the ground floor element, resulting in the two-storey side extension being set in from the boundary, and with the single storey element extending an additional 3.5m beyond the rear elevation.

A 45-degree quadrant has been taken from the mid-point of the rear window, with part of the side/rear element falling within the quadrant, however the part of the extension which falls within this area is the single storey element and not the two-storey element, which has been designed to fall outside of it. It is acknowledged that the proposed extension would have some impact on this property. However, given that the single storey element falling within the 45-degree quadrant could be erected under permitted development, that there have been no objections raised to this element of the proposal and that an existing single storey garage is located along this boundary, albeit with a lesser projection, the proposed extension would not lead to an adverse impact on the amenity currently enjoyed by the residents of this property by means of overshadowing or loss of outlook.

As mentioned previously, the dwelling and its neighbours are located on a staggered building line, with the rear elevation of the neighbouring property, 6 Branksome Avenue, extending beyond the rear elevation of the application dwelling and the proposed single storey rear extension by approximately 1.5m. Therefore, it is considered that the inclusion of the extension would not lead to an increase in overshadowing or loss of outlook from this property.

Extensions should be designed so that they do not result in significant overlooking of habitable room windows or private gardens of neighbouring and nearby dwellings. The windows located on the rear elevation of the proposed two storey side extension do not project closer the rear boundary than the existing dwelling and there are none proposed on the side elevation of the side extension at first floor level. There are however two windows proposed at ground floor level on the side elevation facing 2 Branksome Avenue; one is to serve a WC and the other to serve a utility room, neither of which are classed as habitable rooms. Whilst it is indicated that the WC is to be fitted with obscure glazing, it is considered prudent to impose a condition that both these windows are fitted with obscure glazing to protect both the amenity of the occupiers and the neighbouring residents. No windows are proposed on the side elevation facing 6 Branksome Avenue.

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

### 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'. In this instance the proposed two-storey side extension projects 2.5m 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 0.3m. Whilst less than outlined in the SPD it does allow for a set-back and although there is no corresponding lowering of the ridge line, the different design of the extension roof, ensures that the extension remains subservient with the main dwelling remaining the dominant feature. The design put forward is a replica of the of figure 6.7 on page 7 of the Supplementary Planning Document.

The majority of the proposed development is to be located on the rear elevation and whilst the rear elevation is visible from the Dodworth Road to the rear, the dwellings of Branksome Avenue are set back from the highway with an intervening grass verge approximately 13m in depth which is planted with numerous mature trees which provide screening of the development. Nevertheless, the proposed extension is designed to be constructed from materials which match the original dwelling, and 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.

### Highway safety

The proposal does not result in the requirement for additional parking provision and whilst the proposal does see the loss of the existing garage, with an integral garage proposed; the proposed garage is not of a sufficient width to be classed as a parking space. However, a driveway length at

least 11m in length is retained and as such the proposal is considered acceptable in terms of its impact on highway safety and in compliance with Local Plan Policy T4.

#### Other Issues

Concerns have been raised in relation to the side elevation of the proposed single storey rear extension facing 6 Branksome Avenue. The neighbour states that their boundary wall must not be touched and that there must be sufficient space for the wall to be maintained.

This issue is a civil matter and is not considered a material planning consideration and has no bearing on the determination of the application. However, the plans indicate that the proposed extension is to be located within the red line boundary of the application site and the correct ownership certificate has been completed; the applicant's representative has been notified of the position.

#### 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