2023/1162

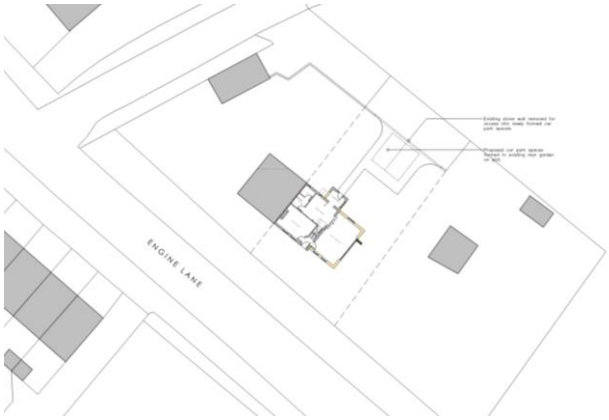
Applicant: Mr J Jackson

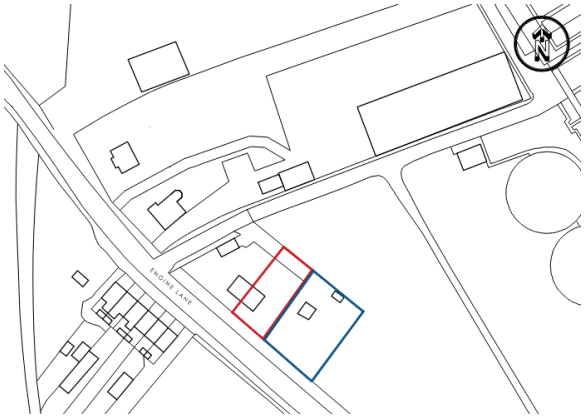
Site Address: 25 Engine Lanne, Shafton, Barnsley, S72 8RE

Description: 2 storey side extension to dwelling, new window above front door, removal of rear wall to create access to new car parking spaces, alterations to rear porch

Site & Location Description:

The dwelling is located within a small cluster of houses located on the A6195 between Grimethorpe and Shafton, towards the east of the borough. The dwelling itself a semi-detached house of circa early to mid-twentieth century construction and contrasts with the older detached house adjacent and the row of terrace houses opposite. The dwelling is constructed of red brick with a render around the first floor and features a red tiled hipped roof. The curtilage of the dwelling is of good size with front and rear gardens and a privet hedge front boundary. Currently parking provision and outbuildings are in the adjacent field which are owned by the applicant, but which are not within the red line boundary of this application.





Planning History: None

Proposed:

The proposal is for a two-story side extension on the right side of the dwelling and a new window to be installed within the existing front elevation. The Proposed extension would include 3 new ground floor windows, a 4m array of bi-fold doors and five new first floor windows including a two side elevation windows. Additionally, a new roof to the rear porch extension is proposed with replacement window/doors also installed. Within the curtilage, the removal of a small rear wall and the creation of two new parking spaces is proposed. Originally a new boundary wall was proposed, but this has been removed from the proposal.

Additional works, much of which are considered as permitted development is for a window to be installed within the first floor of the rear elevation, several replacements of existing windows across the dwelling and a new front door.

Measurements:

All existing roof and eaves heights have been measured on the existing plans and remain unaltered on the proposed plans.

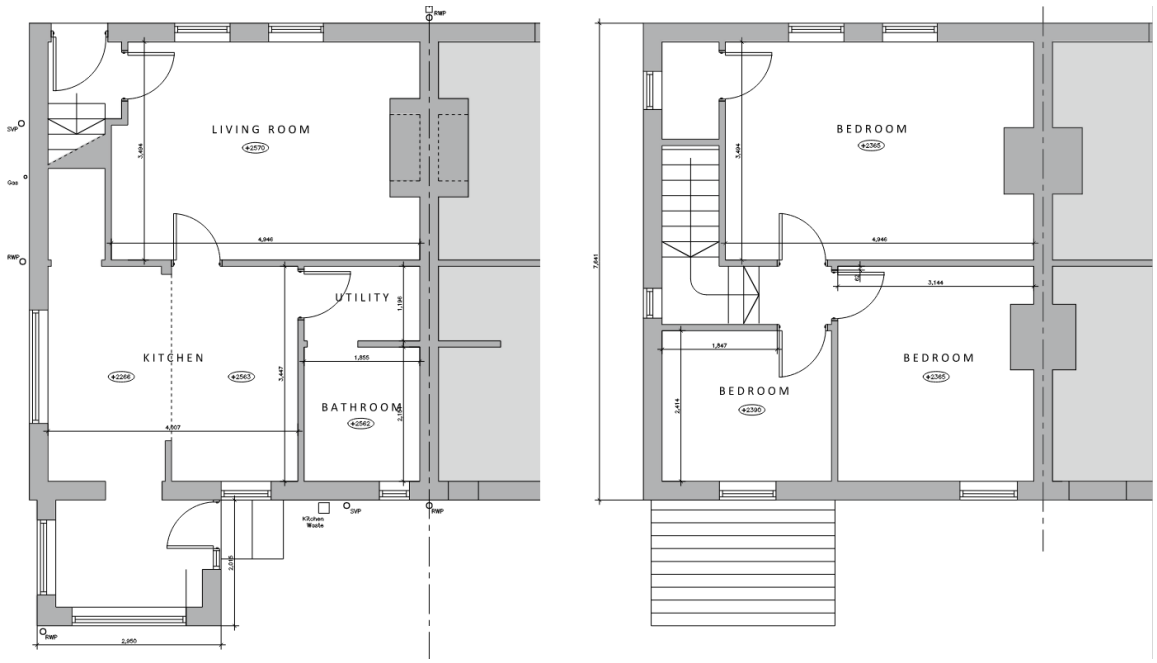
Proposed Extension (existing):

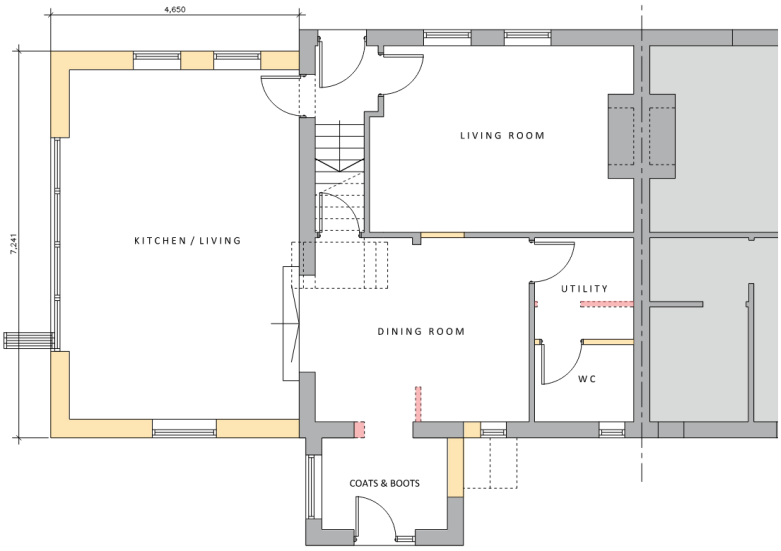
- **Side Projection: 4.655m**
- **Length: 7.64m**
- **Maximum Eaves Height: 5.92m** (5.56m) – Ground level lower, hence higher eaves.
- **Maximum roof height: 8.27m** (8.27m) – The maximum roof heights are the same but a set down is included on the extension.

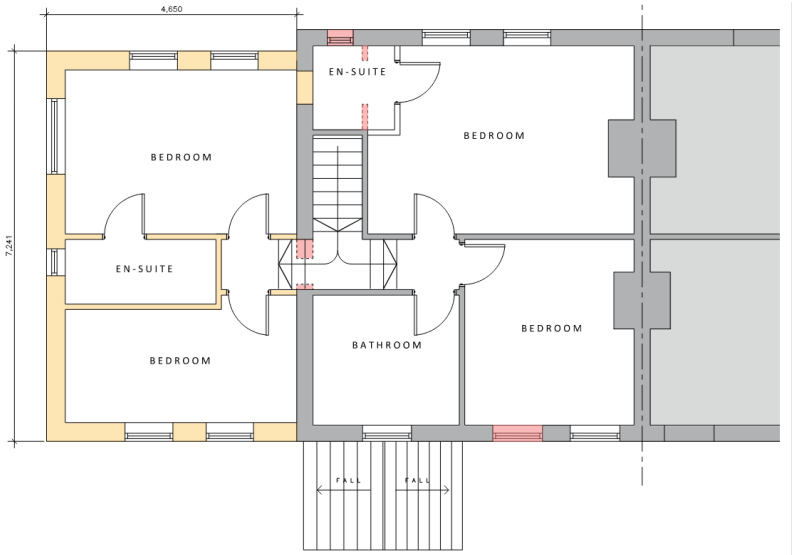
Alterations to Rear Porch Extension

- **Rear Projection: 2.95m** (2.95m) –
- **Width: 2.02m (**2.02m)
- **Maximum Eaves Height: 2.57m** (2.57m)
- **Maximum Roof Height: 3.84m** (3.93m)

Existing and Proposed Floor Plans and Elevations




4,650
7,241
KITCHEN / LIVING
LIVING ROOM
UTILITY
DINING ROOM
WC
COATS & BOOTS

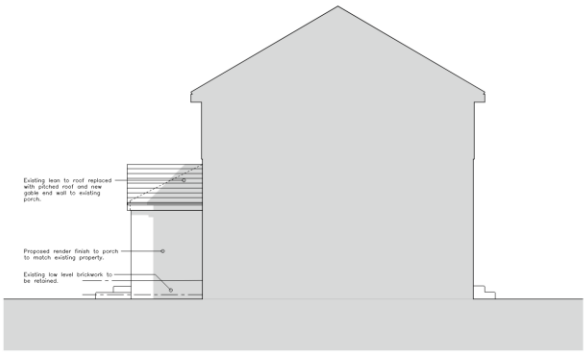

4,650
7,241
BEDROOM
EN-SUITE
BEDROOM
EN-SUITE
BATHROOM
BEDROOM
BEDROOM
FALL
FALL

EXISTING FRONT ELEVATION
EXISTING SIDE ELEVATION
EXISTING REAR ELEVATION

PROPOSED FRONT ELEVATION

PROPOSED REAR ELEVATION

PROPOSED SIDE ELEVATION



PROPOSED SIDE ELEVATION

Local Plan Designation: Green Belt

Conservation Area: No

Neighbour Representations:

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

Consultees:

Parish Council: No comments received.

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 -
131. 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.

Section 13. Protecting Green Belt land

The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

Within section 13, from 'Proposals affecting the Green Belt' wording from paragraphs 153 and 154 are the most relevant which indicate: -

When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

A local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are:

c) 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;

Local Plan

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

GB1 - Protection of Green Belt: The general extent of the Green Belt is set out on the Key Diagram. The detailed boundaries are defined on the Policies Map. Green Belt will be protected from inappropriate development in accordance with national planning policy.

GB2 - Replacement, extension, and alteration of existing buildings in the Green Belt:
Provided 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.

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.

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.

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

Principle of development

As the application dwelling is located within land designated as Green Belt whilst development is not prohibited, extra justification and compliance with additional local and national policy in relation to the Green Belt is required in addition to the standard assessment for extensions to dwellings which are considered acceptable where they do not have a detrimental impact on the amenity of surrounding residents, visual amenity, or highway safety.

Residential Amenity

The dwelling is located within a small cluster of houses, whilst there is an attached neighbour but the next closest neighbours are on the opposite side of the road, the house next door but one, approximately 40 m away or the farm building to the rear left of the dwelling, approximately 35m away. The land next to the proposed extension is owned by the applicant and to the rear of the dwelling's curtilage is a sewerage works complex. Due to the proposed location of the extension, and the proposed new windows, they would have no impact on overshadowing or overlooking of the attached neighbour. Additionally, there are no dwellings directly behind the rear elevation or opposite the front elevation. Whilst side windows may not usually be acceptable, in this instance the side window is on an elevation which only overlooks the applicant's curtilage, adjacently owned land and fields beyond.

The proposals to introduce parking provision into the rear garden may have a minimal impact upon the residential amenity of the attached dwelling but is an acceptable use of land within the curtilage of a residential dwelling. As the road is a private road, there would be no restrictions on removing the wall and any access issues would be a civil matter between the applicants and owners of the road. The proposed alterations to the rear porch extension would include a dual pitched roof, but this is within the height limitations of permitted development and again would not have a detrimental effect on the amenity of neighbouring dwellings.

Visual Amenity

The proposal has been amended to that which was originally submitted to ensure the extension shows subordination to the existing dwelling, created by a setback on the front elevation and a set-down of the complementary style roof. Along with the use of matching materials, and a size which does not overwhelm the existing dwelling, the proposal is compliant with local planning policies. Overall, the character of the dwelling has been maintained and due to the varied nature of the street scene, both in style and size of dwellings, the impact upon the street scene is neutral. The new windows on the front, rear and side elevations do not significantly distract from the character of the dwelling, with the proposed front and rear windows adding balance, when considered with the new

windows included in the two-story extension. The rear of the dwelling does not feature a setback but has very limited public view, elsewhere on the rear elevation, the proposed dual pitch roof addition to the existing porch extension improves upon the existing and slightly higher sloped roof. Whilst lawn may be more attractive than hardstanding, current local policy requires a minimum of two off street parking spaces for a dwelling with three or more bedrooms. This proposal adds the parking provision directly into the curtilage of the dwelling, rather than on the adjacent land outside of the curtilage and does so with minimal harm to the visual amenity of the dwelling and its curtilage, especially in comparison to a garage or car port which may have been proposed.

Impact Upon the Geen Belt

The proposed extension is within the guidelines of no more than 100% of the size of the existing dwelling as it stood in 1948 or as constructed if later. The calculations below include the existing rear porch extension which are the only extensions or outbuildings located within the dwelling's c

Original Area of Dwelling (excluding extension)

- Ground Floor: 49.99 sqm
- First Floor: 49.99 sqm
- **Total: 99.98 sqm (100%)**

Proposed Area of Dwelling. Including Proposed and Existing Extensions

- Ground Floor: 49.99 sqm
- First Floor: 49.99 sqm
- Existing extension: 5.94 sqm
- Proposed Ground Floor Extension: 35.58 sqm
- Proposed First Floor Extension: 35.58 sqm
- **Total: 177.08 sqm (177.1% of original dwelling size)**

As can be seen above, the size of the proposal is within the limitations allowed under local Green Belt policies. Additionally, the development is appropriate and sustainable as it supports the long-term use of the dwelling by providing additional living space and increasing the number of bedrooms to four. The addition of the extra bedrooms and living does not come at the expense of harm to the residential or visual amenity of neighboring dwellings, and neither would it cause a significant impact to the openness of the Green Belt. As the proposal is attached to the existing structure, the impact would be less than if a separate structure such as an outbuilding was constructed further away from the existing building.

Highway Safety

There are no proposed changes to access or parking arrangements, which lead onto a public highway which consequently means there is no impact upon Highway Safety from the proposed parking

provision, but the parking provision does bring the requirement for a minimum of two parking spaces into the curtilage of the dwelling.

Summary

The proposal represents an acceptable sized extension with a complementary but subordinate style to that of the original dwelling and additionally ties in the existing rear extension more in line with the style of the dwelling. Both replacement and new windows create a standardised style of windows across the whole dwelling. The proposal also brings the parking requirement of two spaces into the curtilage of the dwelling. For a standard development, the proposal meets all policy requirements and has a minimal impact upon the amenity of neighbouring dwellings or the street scene, and no impact on highway safety. The proposal is also in compliance with the Local Green Belt Policies both in relation to size and limited impact to the openness of the Green Belt.

Recommendation: Approve with conditions