

2023/0818

Mr Andrew Goss

1 Byron Drive, Monk Bretton, Barnsley, S71 2DE

Side and rear single storey wrap around extension.

Site Description

The application relates to a corner plot located to the east of Byron Drive and in an area that is principally residential. Byron Drive has a mixed street scene comprising single storey and two-storey detached and semi-detached properties of varying scale and appearance with external materials including various brickwork, stone, and light-coloured render. The topography of the application site and surrounding area is sloped, descending north-east-to-south-west.

The property in question is a two-storey semi-detached property constructed of red brick and has a hipped roof that utilises grey/ brown concrete roof tiles. The property benefits from existing single storey side and rear extensions constructed of a stone base with a glazed upper half. There is a rear garden enclosed by a brick wall with other soft landscaping to the front and side of the property. Located to the south-west of the site, the property is served by an existing driveway and detached garage.



Planning History

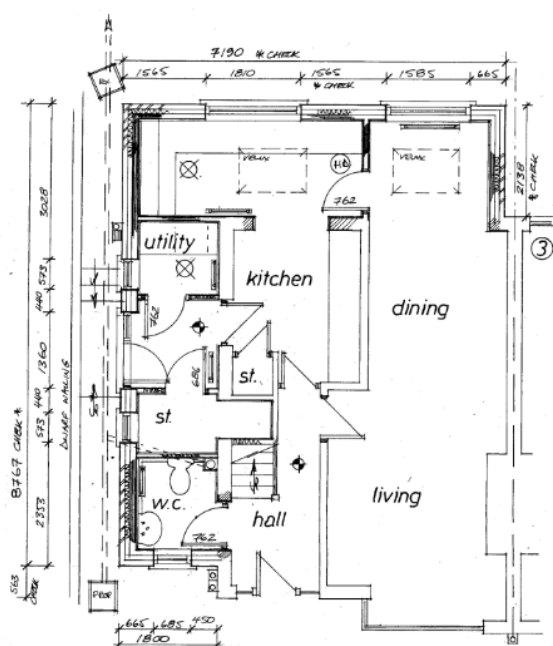
There are two previous planning applications associated with the application site which are as follows:

- B/76/1043/BA – Erection of sun lounge. – Historic.
- B/79/3202/BA – Extension to dwelling. – Refused.

Proposed Development

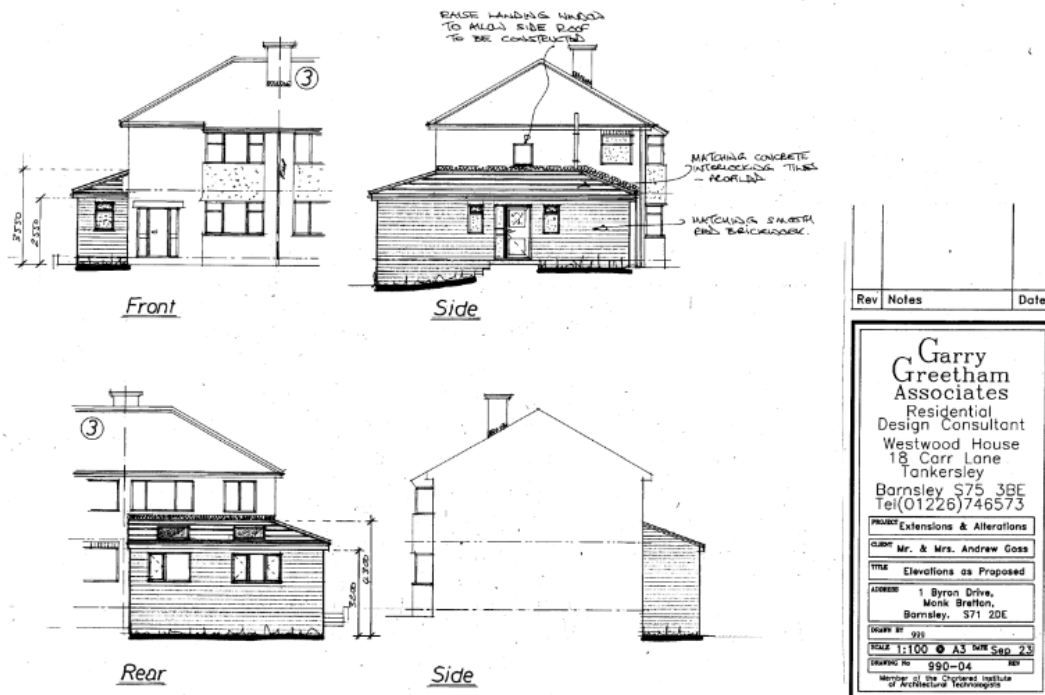
The applicant is seeking approval for the erection of a single storey side and rear wrap around extension.

The proposed side part of the extension would project from the southern elevation of the host property by approximately 1.8 metres and extend the length of it by approximately 8.5 metres (including the projection of the rear extension). It would also be set back from the main front wall of the dwelling by approximately 0.6 metres. The proposed rear part of the extension would project from the western elevation by approximately 2.1 metres and have a width of approximately 7.1 metres (including the projection of the side extension). The extension would adopt a mono-pitched roof with a total approximate eaves and ridge height of 3.2 metres and 4.3 metres respectively (measured at its tallest point) and would be constructed of materials that would match or be similar in appearance to those used in the construction of the original dwellinghouse. The extension would feature 2 no. velux roof lights to the rear and an existing secondary window located on the southern side elevation of the dwelling would be raised to accommodate the roof of the extension.



Rev	Notes	Date

Garry Greetham Associates Residential Design Consultant Westwood House 18 Carr Lane Tannersley Barnsley S75 3BE Tel(01226)746573	
PROJECT	Extensions & Alterations
CLIENT	Mr. & Mrs. Andrew Goss
TITLE	G. F. Layout as Proposed
ADDRESS	1 Byron Drive, Monk Bretton, Barnsley. S71 2DE
DRAWN BY	005
SCALE	1:50 A3 10th Sep 23
DRAWING NO.	980-05
Member of the Chartered Institute of Architectural Technicians	



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 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 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

No consultees were consulted on this application.

Representations

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

Assessment

Principle of Development

The site falls within urban fabric which has no specific land allocation; therefore, 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.

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.

Regarding overshadowing, the proposed extension would be located to the south of adjacent, 3 Byron Drive, and to the north-east of adjacent, 2 Colerdige Avenue. Generally, extensions located to the south of adjacent properties are expected to have a greater impact, whilst those located to the east are expected to have a lesser impact limited to the early morning. In this instance, potential overshadowing is most likely to arise from the rear part of the wrap around extension; however, the extent of overshadowing is not expected to significantly increase beyond the existing level of impact that is likely to be experienced because of an existing rear extension of a similar scale.

Regarding overlooking and loss of privacy, a sufficient separation distance would be maintained between the front, side, and rear-facing windows of the extension, the respective boundaries opposite, and the neighbouring properties beyond. Moreover, the windows inserted on the front and side elevations of the extension would serve rooms that are not likely to be regularly frequented. However, it is acknowledged that due to topography differences there could be some impact, especially to neighbouring properties located to the west of the application site; however, existing detached garages and an overall reduction in the total amount of glazing from existing levels could offer suitable mitigation.

Regarding outlook, the extension would follow the form of the original dwellinghouse and would adopt a scale similar to existing extensions to the side and rear of the property. As such, the extension is unlikely to cause an obstruction and any potential impact is not expected to increase significantly beyond that which is likely to exist.

The proposal is, therefore, 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 proposal is, therefore, considered to comply with *Local Plan Policy GD1: General Development* and would be acceptable regarding residential amenity.

Visual Amenity

The proposed extension would be visible from the public realm of Byron Drive and would be a prominent feature within the street scene.

The extension would not adopt an excessive sideways projection exceeding two thirds the width of the original dwelling and that, as the host property is located on a corner plot, the extension would not exceed more than half the existing width between the original dwelling and the highway (in accordance with the SPD). The extension would adopt a mono-pitched roof with a restrained ridge height that would be sympathetic to the style and pitch of the roof of the original dwellinghouse. The extension would be constructed of red brick and grey/ brown concrete roof tiles that would match or be of a similar appearance to the external materials used in the construction of the original dwellinghouse.

Overall, the scale of the extension would be proportionate to the scale of the existing property, remaining subordinate, and adopting a design with features that would be sympathetic, including roof style and pitch, and external materials that would maintain the individual character of the property and the varied character of the surrounding area.

The proposal is, therefore, considered sympathetic to the main dwelling and consistent with the 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.

Highway Safety

The application site is currently served by an existing driveway and detached garage located to the south-west of the main property. As the proposal is unlikely to interfere with existing parking arrangements and would not result in a requirement to provide further off-street parking, it is considered that highway safety would be maintained to a reasonable degree.

The proposal is, therefore, considered acceptable and in compliance with *Local Plan Policy T4: New Development and Transport Safety*.

Recommendation

Approve with Conditions