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Mr Ben Haywood

2 Morrison Road, Darfield, Barnsley, S73 9EE

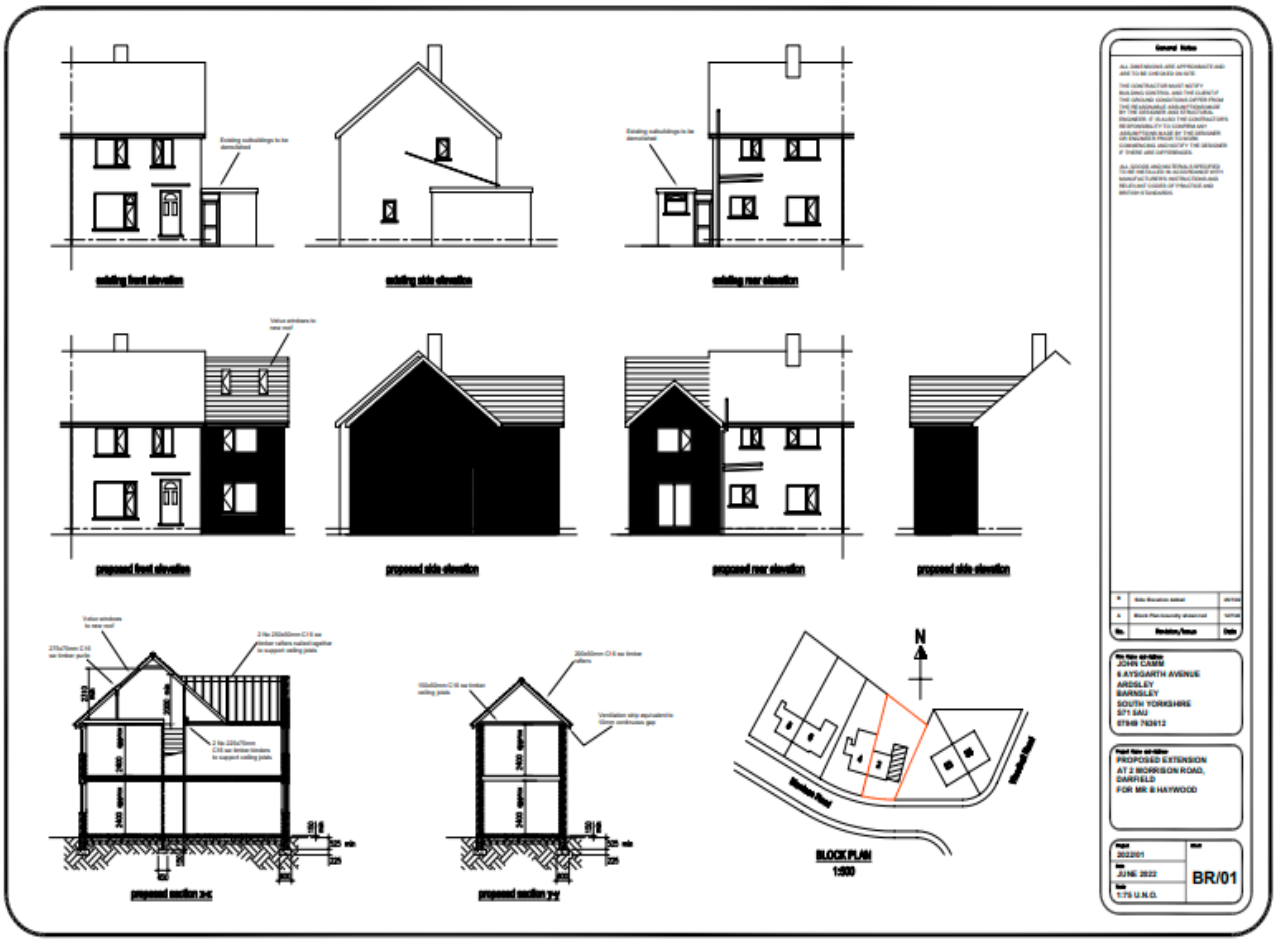
Two storey side/rear extension

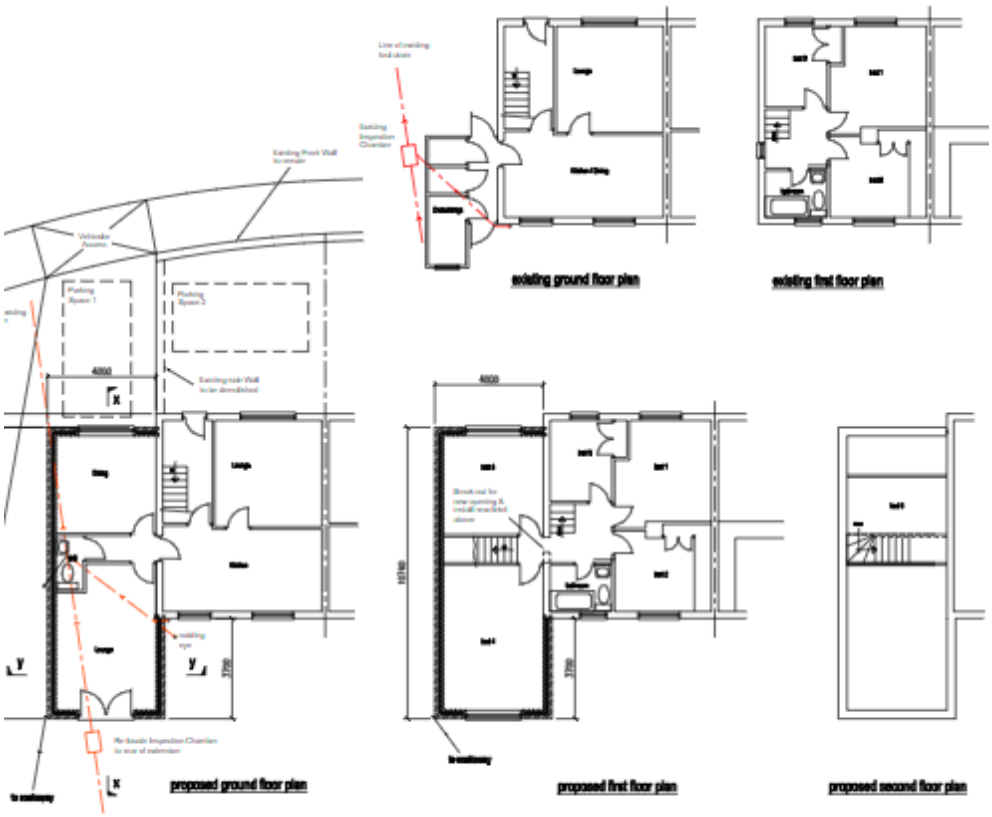
Site Description

The dwelling is a two-storey semi-detached dwelling located in Darfield. Morrison Road has a consistent residential street scene featuring other similar dwellings in terms of type and materials. The dwelling has a pebbled garden area to the front and a driveway to side which leads to an existing attached outbuilding. To the rear is a garden and patio area.

Proposed Development

The applicant is seeking approval for the erection of a two-storey side/rear extension. The side extension will project 4 meters from the side (east) elevation of the dwelling. The extension has a width of 7.05 meters. The extension will feature a pitched roof with a ridge height of 8 meters and an eaves height of 4.85 meters. The rear extension will project 3 meters from the rear elevation of the dwelling. The extension has a width of 4.3 meters. The extension will feature a pitched roof with a ridge height of 7 meters and an eaves height of 4.85 meters. The materials used for both extensions will be matching brickwork and roof tiles.





Policy Context

Planning decisions should be made in accordance with the current development plan policies unless material considerations indicate otherwise. The recently revised National Planning Policy Framework (NPPF) does not change the statutory status of the development plan as the starting point for decision making.

Local Plan Allocation – Urban Fabric

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).

The Local Plan was adopted by the Council in January 2019 and the Council has also adopted a series of Supplementary Planning Documents which are other material considerations. The National Planning Policy Framework represents up-to-date government planning policy and is a material consideration that must be taken into account where it is relevant to a planning application.

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 – 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 D1: High quality design and place making – Supersedes Core Strategy Policy CSP 29 and sets out the overarching design principles for the borough. Policy D1 States that development is expected to be of high-quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and features of Barnsley.

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. It's important to plan positively for the inclusion of high-quality design for all developments, including individual buildings, public and private spaces and 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

Highways Development Control (DC) were consulted and initially objected to the application due to a lack of parking provision as a result of the proposed extension. Further verbal conversations were held with the Group Leader in Highways DC and on receipt of the additional parking plan it was

acknowledged that, given 2 off street parking spaces were shown, it would be difficult to substantiate a refusal on highways grounds

Representations

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

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 highway safety.

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 will match the existing dwelling with matching brickwork and roof tiles proposed. The SPD states *"all two-storey side extensions should therefore have a pitched roof following the form of the existing roof".* The proposed extension utilises a pitched roof which follows the form of the existing dwelling's pitched roof, is set down from the main roof line and aligned at the eaves. The SPD states *"to prevent a terracing effect and to avoid detrimental changes to the character of the street scene, it will be desirable to provide a setback of at least 500mm from the main front wall of the dwelling".* The two-storey side extension is setback 0.5 meters form the front wall of the dwelling which is an acceptable setback distance.

The SPD states that *"the sideways projection of a two-storey side extension should not exceed more than two thirds the width of the original dwelling"* in order to ensure subordinance and that the original dwelling stays as the dominant feature. A projection of two thirds the original dwelling is 4.13 meters, and the proposed projection is less than this at 4 meters and therefore acceptable. The proposed extension conforms to the SPD in terms of its external materials, projection and roof type, therefore it will have little impact upon the character of the street scene due to the harmony with the existing dwelling and being partially set to the rear of the dwelling. 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 neighbouring properties. The proposed side extension won't have a significant detrimental impact on any neighbouring property by way of overshadowing or being overbearing and the extension does not project beyond the existing front elevation. The impact of overlooking is minimal as no windows are proposed on the side elevation of the extension.

The SPD states that *"two-storey rear extensions will be considered on the basis of the extent of overshadowing, loss of privacy and outlook"* and that *"two-storey rear extensions to semi-detached houses should, therefore, generally be designed with a rear projection of less than 3.5 metres and for terraced houses 2.5 metres"*. Also, it states that *"larger extensions may be acceptable in certain circumstances".* The proposed rear projection is to be 3 meters which is therefore compliant with the recommended distance for a semi-detached property and is therefore acceptable.

The impact on residential amenity resulting from the rear part of the extension is to be limited. The proposed extension will not have a significant detrimental impact on any neighbouring property by way of overshadowing or being overbearing due to its limited projection. In terms of overlooking there are no windows proposed on the side elevations of the rear extension. The distance to the

boundary to the rear of the dwelling is approximately 9.5 meters and therefore only 0.5 meters short of the recommended 10 meters.

The distance to the dwelling to the rear (5 Schofield Place) is approximately 20 meters therefore 1 meter short of the recommended 21 meters. However, a two-storey rear extension built using permitted development rights has to leave a distance of at least 7 metres to any boundary of the curtilage of the dwelling opposite the rear wall of the dwelling. Taking into account that context breaching the recommended distances by 0.5 meters and 1 meter is not deemed harmful as the extension is not set directly in line with the dwelling to the rear. 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. Highways DC initially objected due to a lack of parking provision as one of the existing two spaces will be lost. The requirement for a dwelling with three bedrooms or more is two parking spaces which can still be provided. This is facilitated by the creation of a new parking space to the front of the dwelling as seen in the street scene presently at the neighbouring dwellings 4 and 6 Morrison Road (see above).

Given further discussions with the Highways team it was acknowledged that there would be no significant impact on highway safety to warrant refusal of the application.

Recommendation

Approve with conditions