2024/0028

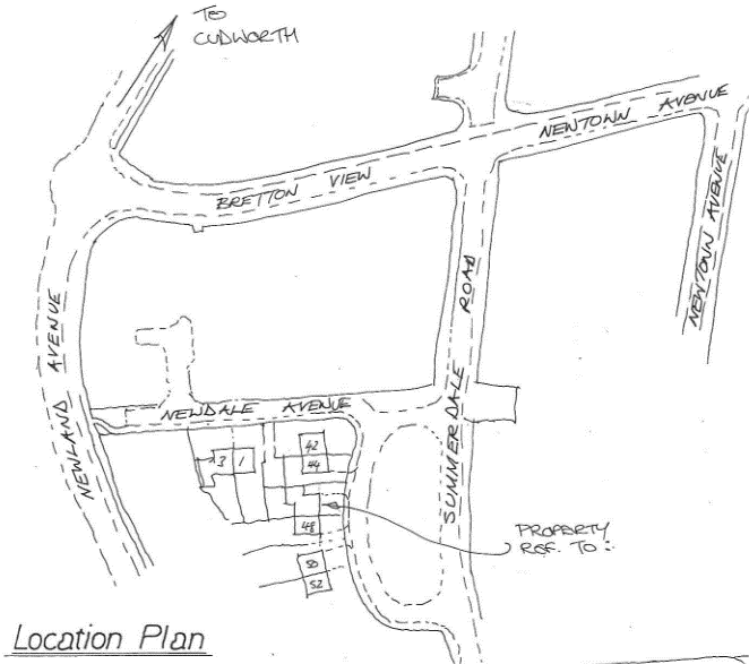
Applicant: Mr M Miller

Address: 28 Summerdale Road, Cudworth, S72 8XH

Description: 2 storey side extension and provision of car parking space to existing front garden area of semidetached dwelling

Site & Location Description:

The dwelling is red brick semidetached house with an orange tiled gable roof. The dwelling features both an existing single story side extension and a rear conservatory, which together create a wraparound style extension, extending three meters beyond the rear elevation and incorporating the rear quarter of the side elevation, with a side projection of 2.4m. The dwelling is situated on dead-ended section of Summerdale Road, in a curved row of similar style dwellings. A large grass recreation area is sited opposite the row of houses but there is not a comparable street scene on the opposite side of the recreation area.



Planning History: None

Proposed:

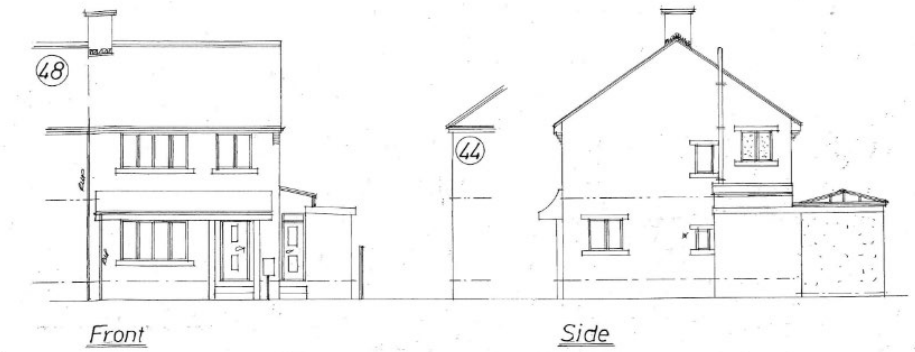
The proposal is for a two-story side extension which would attach to the existing wraparound extension and conservatory at the ground floor level. The proposal would extend the side elevation, and slightly protrude past the front elevation. The first-floor level of the extension would be set back and the roof would be set down from the main roof. There are no side windows proposed but new front and rear elevation windows are proposed. Changes to increase the parking space on the front elevation have also been submitted.

Measurements:

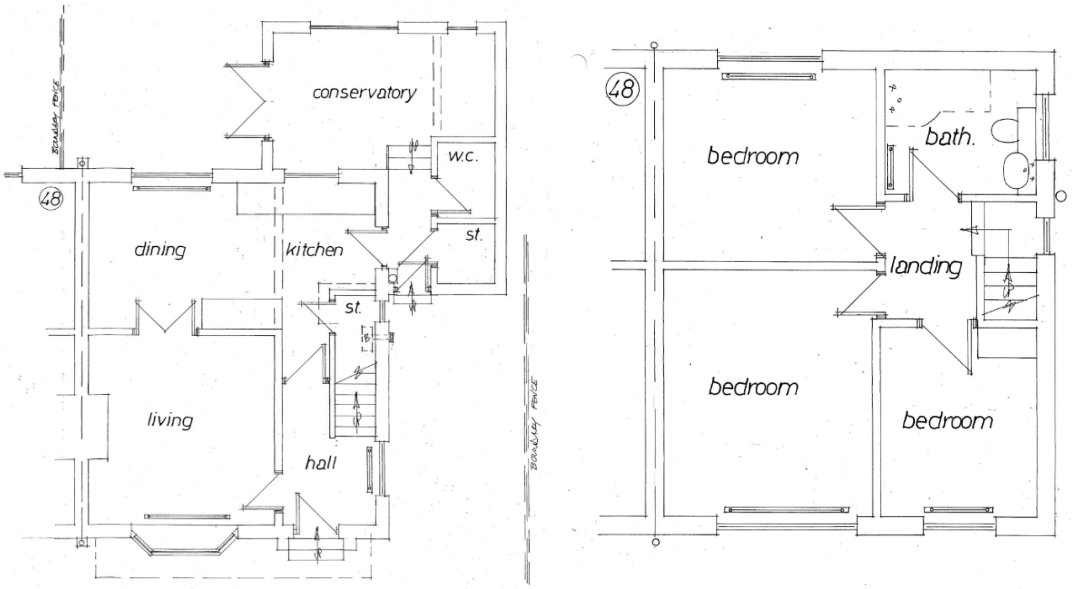
All existing roof and eaves heights have been measured on the existing plans and remain unaltered on the proposed plans.

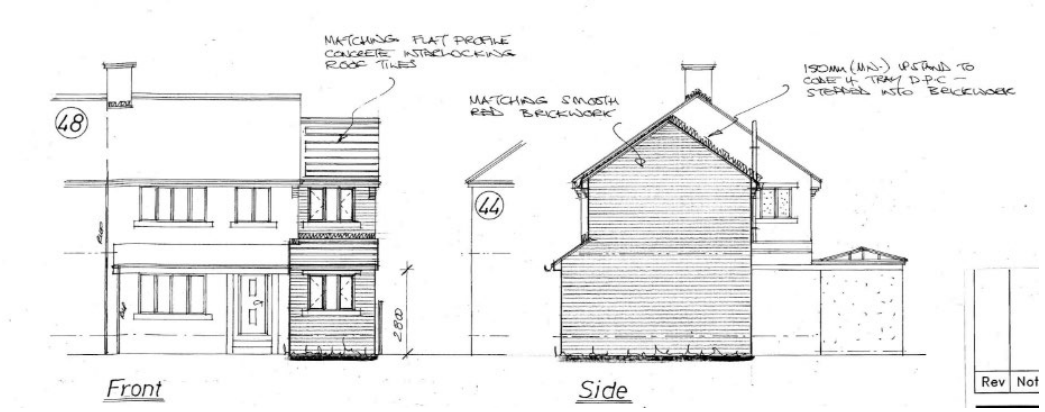
- **Side Projection: 2.65mm** (Original and retained side extension 2.40m)
- **Ground Floor Length: 6.15m** (excluding original extension and conservatory)
- **Maximum Eaves Height: 5.39m**
- **Maximum roof height: 7.98m** (Original 8.75m)
- **Ground Floor Projection Beyond Main Front Elevation: 0.675m**
- **First Floor Set Back Main Front Elevation: 0.25m**

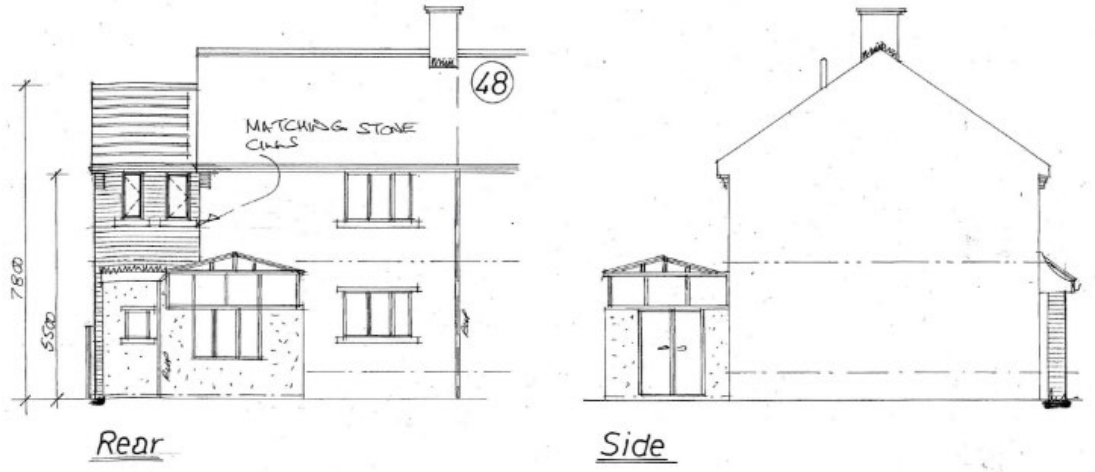
Existing and Proposed Floor Plans and Elevations

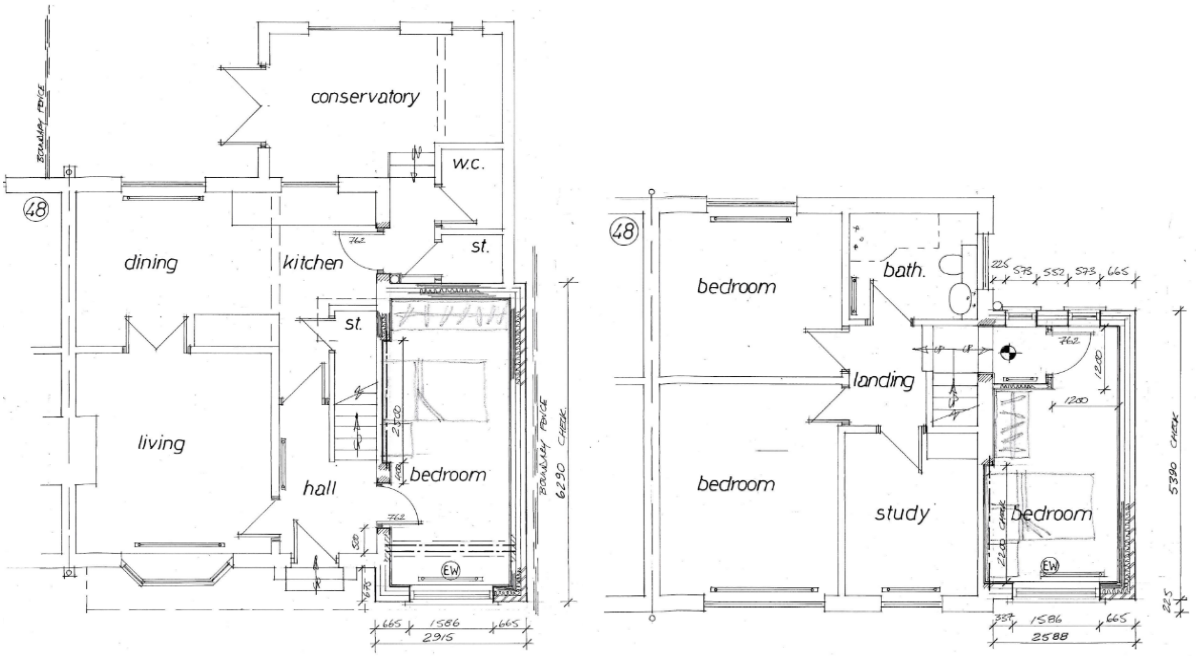












Local Plan Designation: Urban Fabric

Conservation Area: No

Neighbour Representations:

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

Consultees:

Highways DC: Highways have reviewed and approved the plans to increase driveway size and are content that two-off street parking spaces will be provided are in line with local policy. A condition has been requested to be added to any decision notice, to ensure the driveway meets current parking standards.

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.

<u>NPPF</u>

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 -
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.

Local Plan

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

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.

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.

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

Assessment

Principle of development

The site is located within land designated as Urban Fabric. 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

Due to considerate planning of just having the first-floor level within the constraints of the side elevation, whilst undeniably there would be some impact upon overshadowing of the neighbouring dwelling, this is limited to the side elevation of the neighbouring dwelling of No 44 and importantly

dos not directly obscure its kitchen window, as that is located opposite the existing and remaining single story ground floor extension. There are additionally non-habitable windows on the neighbouring dwelling; a ground floor hallway and store, and a landing and bathroom window on the first floor. In further mitigation of these being small windows of non-habitable rooms, there is reasonable separation between the neighbouring dwelling and the shared boundary, so in addition to only insignificant overshadowing, the possibility of the extension being overbearing would also be considered insignificant.

In relation to impact on other dwellings with the area, there would be a very insignificant impact on the outlook of dwellings to the rear of the dwelling on Newland Avenue but there would be no impact on privacy with a minimum of 23 meters between any dwellings, including 6.48m from the existing conservatory, and 9m from the rear elevation of the dwelling to the rear boundary. Dwellings on Newdale Avenue, whose curtilages adjoin the application dwelling would be unaffected by the proposal, with no direct overlooking, as would the neighbouring dwelling of No.48 and those progressing up Summerdale Road.

The proposed increase in driveway size would have no negative impact on residential amenities of neighbouring dwellings but would ensure ample off-road parking provision is provided for the application dwelling.

Visual Amenity

In relation to the proposal on its own merits and not considering the existing conservatory or side extension, the extension would look acceptable. The proposal does project slightly beyond the front elevation of the dwelling but in direct mitigation, the front elevation does feature a large canopy, a bay window, and at either side of the front door are two protrusions of a brick width each, which does demonstrate some precedent of features of the dwelling being located beyond the principal front elevation. In subsequent mitigation and compliance with local policy, the first-floor level of the dwelling is set back, and the roof has a generous set down, clearly illustrating the subordinate nature of the proposed extension. From the side elevation, which would be partially visible from the road, would be a blank elevation, whilst windows may have been more visually appealing, it would have had a negative impact upon residential amenity, but being constructed in matching materials, it would not cause more than a modest amount of harm to the character of the original dwelling or of the street scene. Whilst the rear elevation is largely unchanged, the proposed first floor of the extension would be visible but with additional windows would compensate for the lack of rear windows, omitted in the original house design.

Highway Safety

The changes to the driveway, which increases its size and allows the required amount of parking provision, a minimum of two off-street parking spaces, has been approved by Highways DC. As such there would be no impact upon highway safety.

Summary

Overall, the extension is considerate to its potential effect on neighbouring dwellings, which has minimised any impact to insignificant. In relation to the design, whilst not strictly in accordance with

local policy, the overall design is good and important features such as a set down in the roof, matching materials, and a set back on the first-floor level all succeed in providing a subordinate extension suitable for a recommendation of approval.

Recommendation: Approve with conditions