

2021/1359

Mr Ryan Young

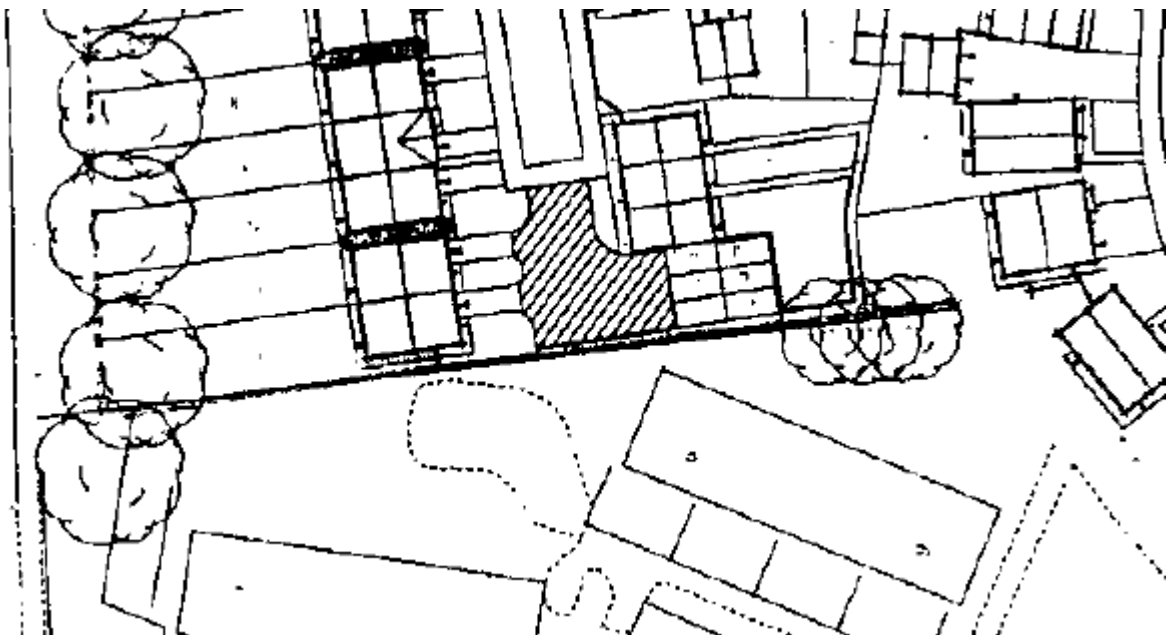
Erection of single storey side and rear extensions to dwelling

70 Canal Street, Barnsley, S71 1LR

Site Description

The application relates to a 2-bedroom, 2 storey, end of terrace, brick-built dwelling located on a housing estate built in the late 2000's. To the front of the dwelling is a small buffer garden and to the rear is an 'L' shaped, enclosed private amenity space. Adjacent to the Southern elevation is part of the turning head with 2no. tandem parking spaces for the application property accessed off it. Immediately adjacent to the applicants parking spaces are the parking spaces for the neighbouring properties.

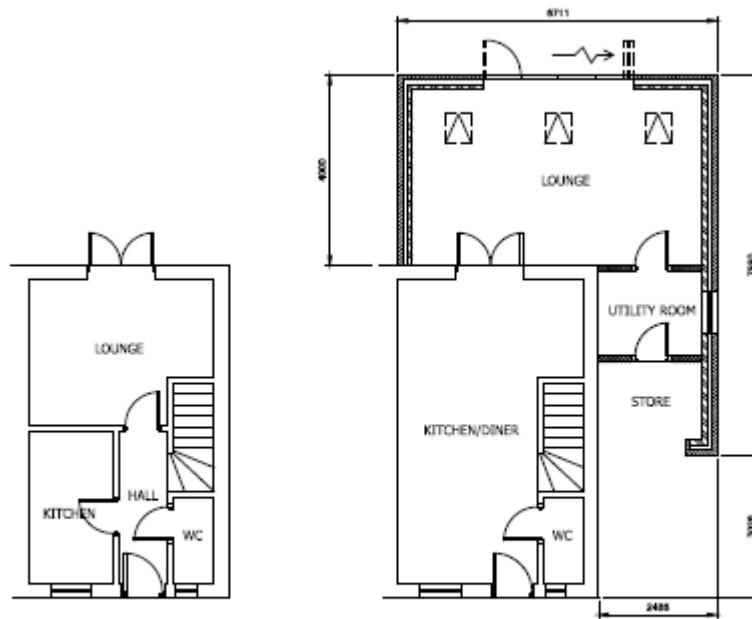
The surrounding area is predominantly residential in nature. There are attached neighbouring dwellings to the South, 3 storey townhouses directly opposite, detached dwellings on a lower level to the East and 1.5 storey terraced dwellings, also on a lower level, to the South East.



Proposed Development

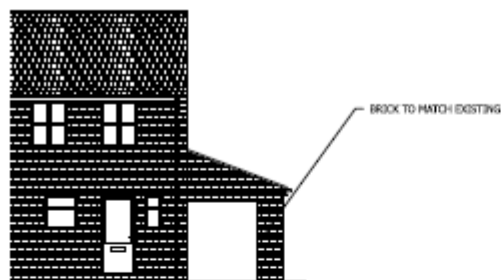
The applicant seeks permission to erect a wrap around, 'L' shaped, single storey, lean to extension to the side and rear of the property. The side extension would be set back from the front elevation and project 2.5m from the original side elevation. The rear extension would be

attached to the side extension and project 4m from the original rear elevation. The extension would accommodate a lounge, utility room and open store for bins.

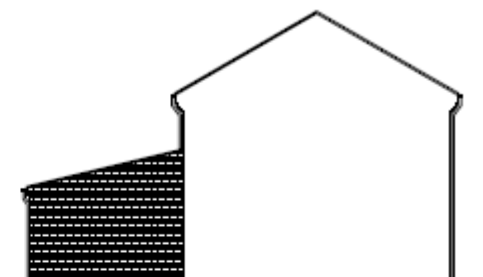


EXISTING GROUND FLOOR PLAN
SCALE 1:100 AT A3

PROPOSED GROUND FLOOR PLAN
SCALE 1:100 AT A3



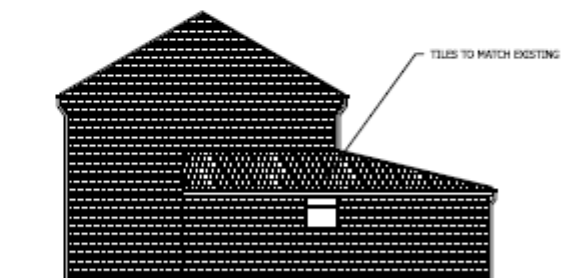
PROPOSED FRONT ELEVATION
SCALE 1:100 AT A3



PROPOSED END ELEVATION
SCALE 1:100 AT A3



PROPOSED REAR ELEVATION
SCALE 1:100 AT A3



PROPOSED END ELEVATION
SCALE 1:100 AT A3

Policy Context

The site is allocated as Urban Fabric within the Local Plan Proposals Maps and therefore the following Local Plan policies are relevant:

Policy GD1 General Development

SPD's

Supplementary Planning Document (SPD) – 'House Extensions and other domestic alterations' sets out 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 for should:

- I. Be of a scale and design which harmonises with the existing building
- II. Not adversely affect the amenity of neighbouring properties
- III. Maintain the character of the street scene and
- IV. Not interfere with highway safety.

These policies are considered to reflect policies set out in the revised NPPF, which requires development to be of high-quality design and provide a good standard of amenity for all existing and future occupants of land and buildings.

Representations

Notification letters were sent to surrounding properties. No objections were received.

Assessment

Principle of Development

The site is allocated as Urban Fabric within the Local Plan, as such, 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.

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.

It should be noted that permitted development rights have not been removed for this property, as such, a single storey side extension and a rear extension (albeit with a 3m projection rather than the 4m projection proposed) could be built separately under permitted development rights. However, as this is for an 'L' shaped wrap around extension where the rear extension projects beyond the side elevation and is adjoined, permission is required as it is considered to be a side extension with a width a greater width than half of the width of the original dwelling.

Residential Amenity

The rear extension element would be adjacent to the adjoining neighbour and orientated directly to the south. However, as highlighted above a rear extension could be built with a projection of 3m without planning permission and an extension of 3m-6m could be considered under the larger home extension prior notification procedure where permission would automatically be granted if the neighbouring residents did not object, no objections were received regarding this development. The reason for the householder planning application is that the rear extension is joined to the side extension.

Furthermore, the extension would have a lean to roof with a modest eaves height of 2.2m and a modest overall height of 3.4m, as such, over shadowing would not be to an unreasonable degree and the extension would not result in an overbearing feature, in accordance with Local Plan Policy GD1.

The proposed rear extension would face the neighbouring properties to the rear (East) and would contain habitable room windows. The neighbouring properties are also built on a lower

level and the separation distance to the shared boundary is marginally short of 10m. However, the majority of the views would be restricted by the boundary treatments given the extension is single story and there is a separation distance to the neighbouring rear habitable room windows of circa 21m, in line with the SPD.

In terms of the side extension, the 1.5 story dwellings to the South East would partially face the proposed side elevation. The neighbouring properties are on a lower level and the distance from the rear elevation of the neighbouring properties to the extension would fall short of 12m. However, the properties are at an angle to each other, and the extension would be orientated to the North West, furthermore, as outlined above it would have modest eaves and ridge heights. As such, it would not significantly increase overshadowing or be an overbearing feature, in accordance with Local Plan GD1.

Furthermore, a side extension of a similar size (albeit with a projection of 3m beyond the rear elevation rather than 4) could be built under permitted development rights. The reason this extension needs permission is that the side and rear extensions are joined, and the projection is 4m rather than 3.

Visual Amenity

The application property is located at the end of a cul de sac in a non-prominent position. The extension would be set back from the front elevation and not be highly visible from public vantage points. The size, scale and design of the extension would harmonise with the host property and would sit comfortably within the streetscene, in accordance with Local Plan policy D1.

As outlined above, similar side extensions and rear extensions could be built under permitted development rights, albeit not joined together. If a cut out between the two extensions was introduced and the rear extension reduced by 1m then permission would not be required yet the effect of the streetscene would be very similar.

The extension includes an open storage area which could be used to store the wheelie bins given the access to the rear of the property would be limited as a result of the position of the extensions. This would mean that the bins could be stored away from the highway and prominent positions.

Highways

The applicant has stated that the property has 2no. bedrooms, as such, in line with the SPD 1 parking space is required. The property currently has 2no. parking spaces immediately adjacent to the side elevation. The proposed side/rear extension would be built on those parking spaces. It is noted that there would be a space circa 5m in length between the front of the side elevation and the front boundary which could accommodate a vehicle, however, this would occupy a section of the turning head closest to the property.

It should be noted though, as outlined above, a side extension could be built under permitted development rights which would have exactly the same impact as the proposed development would, as such, an objection could not be sustained on the loss of parking. Furthermore, the application property is located at the end of a cul de sac which only serves a small number of neighbouring properties, as such, highway safety would not be severely affected by the proposed development or warrant refusal in this case.

Conclusion

Taking into account the relevant development plan policies and other material considerations, it is not considered that there are any significant and demonstrable adverse impacts that would outweigh the benefits associated with the granting of planning permission for the scheme. The proposal therefore complies with the development plan as a whole and the advice in the NPPF.

As such the scheme is considered to accord with policies and guidelines and is recommended for approval.

Recommendation Grant – Subject to conditions