
2021/1495

Mrs Brown

Erection of a two storey side extension, single storey front canopy extension, single storey rear extension incorporating existing garage and erection of detached double garage.

6 Primrose Way, Hoyland, Barnsley, S74 0HN

Site Location & Description

The site is located within a residential area of Hoyland and is bounded to the east and north by a public footpath with Milton Ponds beyond.

The red brick detached dwelling is located in a purely residential area with the immediate area being a mix of detached and semi-detached, two storey and single storey dwellings.

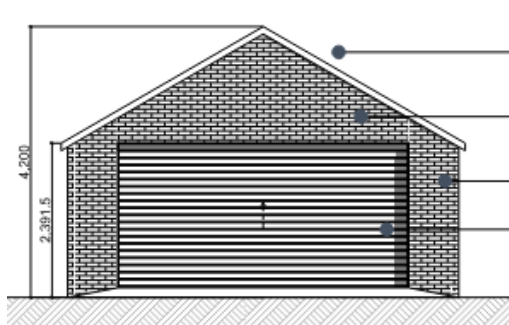
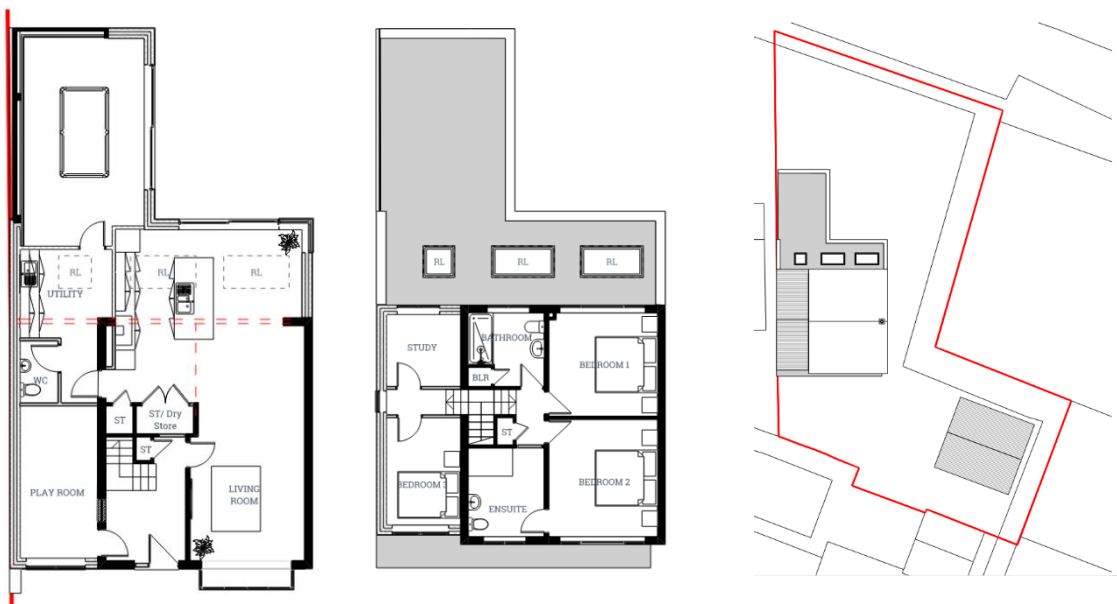
The dwelling occupies a corner plot at the head of a cul-de-sac and is built on a staggered building line and at an angle to the highway.



Proposed Development

The applicant seeks permission for the erection of a two storey extension to the western side elevation and a single storey extension to the northern rear elevation along with the erection of a detached garage.

The side extension is to project 2.7m from the side elevation extending the full depth of the property with the single storey rear extension projecting 3.05m from the rear elevation of the dwelling and across the full width of the existing dwelling and proposed side extension to incorporate the existing detached garage to the rear. The front canopy is to project 0.75 from the front elevation, extension along with the full width of the original dwelling and the proposed side extension. The detached garage is to be located to the front of the premises and is to measure 6m by 6.5m (5.4m by 5.9m internally) with a height of 2.3m to the eaves and 4.2m to the ridge.



Policy Context

Planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise and the National Planning Policy Framework (NPPF) does not change the statutory status of the development plan as the starting point for decision making. The new Local Plan was adopted at the full Council meeting held 3rd January 2019 after it was found to be sound by the appointed Planning Inspector following the examination process.

Local Plan

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

Policy GD1 General Development

Policy D1 High Quality Design and Place Making

Policy SD1 Presumption in favour of Sustainable Development

Supplementary Planning Document: House Extensions and Other Domestic Alterations

The Supplementary Planning Document (SPD) sets out the design principles that specifically apply to the consideration of planning applications for house extensions, roof alterations, outbuildings & other domestic alterations and indicates that these developments:

1. be of a scale and design which harmonises with the existing building
2. not adversely affect the amenity of neighbouring properties
3. maintain the character of the street scene and
4. not interfere with highway safety.

Consultations

None

Representations

Neighbour notification letters were sent to surrounding properties; three letters of objections have been received, two of which are from the same property and the same person sent in by two different methods; the objections relate to:

- The extension will undermine the structural integrity of the neighbouring dwelling and garden
- Loss of view from neighbouring dwelling
- Overshadowing of lounge and rear garden
- Noise and disturbance from deliveries
- Red line boundary incorporates footpath with runs along the boundary
- Drainage

Following amendments to the scheme the application was re-advertised with one letter of objection received in relation to:

- Overshadowing of the neighbouring garden and public footpath from the garage to the rear
- Impact on the natural drainage from the garage excavation.

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 on highway safety

Residential Amenity

The SPD sets out guidance in relation to the extensions to ensure that extensions are designed to limit the impact on neighbouring dwellings. It states that single storey extensions to the rear of terraced houses should not exceed 3.5m in projection and where they exceed 3m in length the eaves height should not exceed 2.5m, on semi-detached dwellings an extension should not project more than 4m and again, the eaves height should not exceed 2.5m where the extension should project beyond 3m. No guidance is provided in relation to detached dwellings other than, extensions to the rear of detached houses will be considered on their design merits where no adjacent properties are affected.

The proposed two storey side extension and the single storey rear link extension are located within the building line of the original dwelling and that of the neighbouring dwelling and therefore due to the extension's orientation in relation to the path of the sun would not increase levels of overshadowing to an unreasonable degree. It is acknowledged that with the incorporation of the existing garage into living accommodation it is proposed to increase the height of the garage from 2.4m to 3m to provide the required head height internally due to the slight level difference between the finished floor level of the main house and that of the existing garage. The increase in height equates to 0.6m, which could lead to a loss of outlook and have an overbearing impact, however, given that the neighbouring property is sited at a higher level than the application property it is considered that the increase in height would not have a significant detrimental impact on the neighbouring property and as such is acceptable.

As mentioned previously the application property is sited at an angle to the highway and built on a staggered building line. Comments were made in relation to the loss of a view from the lounge window of the neighbouring property; there is no right to a view, however, consideration can be given to the overbearing impact an extension would have. For the purposes of daylight and to avoid an overbearing relationship with neighbouring properties, particularly adjoining ones, a 45-degree rule is applied to assess the impact a rear extension would have. A 45-degree quadrant is taken from the mid-point of the potentially affected window; if the extension falls within this area, then it is considered that the proposal would have an overbearing impact on the neighbouring dwelling. In this instance the extension falls within this area, by approximately 0.5m and in addition the 45-degree quadrant has been taken from the front elevation and the projection of the bay window has not been factored into the calculation. It is considered that the 0.5m would not have a significant detrimental impact on the amenity of the adjoining residents by means of loss of outlook or overbearing impact especially when the proposed extension is located to the north east of the neighbouring dwelling.

There are no habitable room windows proposed on the side elevation of the dwelling, the only window proposed is a first-floor landing window which is not classed as a habitable room; however, this window would face onto the blank gable wall of the neighbouring dwelling. The habitable room windows located on the front and rear elevations at first floor level do not project closer to the respective boundaries than the existing dwelling, maintaining existing separation distances and therefore the proposal would not lead to an increase in overlooking to a detrimental level.

The detached garage is to be located adjacent to the eastern boundary, forward of the principal elevation of the dwelling, tucking in the south eastern corner of the site adjacent to the detached

garage associated with 4 Primrose Way and the rear boundary with the properties fronting onto Milton Road to the east. It is acknowledged that the detached garage would be located to the west of, and at a higher level than the properties fronting onto Milton Road, which could lead to some overshadowing and potential loss of outlook. However, the garage is designed with a low eaves and ridge height and is not considered significantly large for a detached double garage; and whilst the garage is located at a higher land level, given that it is located approximately 20m from the rear elevation of the properties on Milton Road, it is not considered to be detrimental to outlook. Furthermore, any overshadowing which occur from the proposed garage, would occur over the bottom of the garden, an area which is generally used least.

In light of the above, it is therefore considered that the proposal would not result in a significant increase in overlooking, overshadowing or reduce levels of outlook to a detrimental level and is in compliance with Local Plan Policy GD1

Visual Amenity

The SPD states that 'the design of a two-storey side extension should reflect the design of the existing dwelling in terms of roof style, pitch materials and detailing and should not have an excessive sideways projection, i.e., more than 2/3 the width of the original dwelling'. In this instance the proposed extension projects 2.7m from the side elevation and therefore complies with the guidance set out in the supplementary planning document.

The document also states that two-storey side extensions should have a set back from the front elevation by at least 500mm, to allow for a vertical break in the roof plane, a lowering of the ridge line and to reduce the terracing effect. The set-back also lessens the unsightly bonding of old and new materials. The dwelling incorporates a set-back of 300mm at first floor level, whilst less than required by the SPD, it is provided which allows for a vertical break in materials on the front elevation and a corresponding lowering of the ridge line.

SPD states that detached garages should replate sympathetically to the main dwelling in style, proportions and external finishes. In most cases, it will not be appropriate for a garage to be sited between the house and the road. The detached garage is located forward of the front elevation, however due to the location and shape of the plot the garage is not sited between the house and the highway and is tucked in a corner of the site, adjacent to the garage associated with 4 Primrose Way, not within a prominent position within the street scene. The garage has been designed with a pitched roof and is to be constructed from materials which match the original dwelling, it is also designed with a low eaves and ridge heights at 2.3m and 4.2m respectively and as such is not considered out of character within the street scene.

It is proposed to render elements of the dwelling and proposed extension, including the ground floor, front elevation of the proposed side extension, part of the ground floor of the front elevation of the original dwelling, the side and rear elevations of the proposed rear extension, with the exception of the western side elevation of the infill extension. Whilst the rear elevation is visible from public vantage points, from the footpath which runs around the side and rear boundary of the property, and from Milton Road to the east, it is screened to some extent by the existing trees and shrubbery however not completely. Nevertheless, it is considered that the inclusion of render within the dwelling is considered acceptable given that there are examples of render within Primrose Way and within Milton Road to the rear.

Based on the above it is therefore considered that the proposed extensions and alterations are acceptable in terms of visual amenity and in compliance with Local Plan Policy D1: High Quality Design and Place Making.

Highway safety

The proposal does not result in the loss of off-street parking or the requirement for additional provision and the detached double garage is of sufficient size to accommodate a vehicle, with additional space to the front of the property for the parking and manoeuvring of vehicles, as such is considered acceptable in terms of its impact on highway safety.

Other Issues

The authority was notified that the red line boundary included the footpath which ran along the boundary of the site, the applicant was notified of the issue and the authority was informed that the applicants land incorporated the footpath, but they must give right of way; the proposed extension and garage do not impede on the use of the footpath.

Drainage issues have been raised, suitable drainage will be addressed under the building control process, it is not considered that the small nature of development would require full drainage details to be submitted as part of the application.

Concerns have been raised in relation to the proposed extension would have on the structural integrity of the neighbouring dwelling and garden; this would be dealt with appropriately through the building control process and the Party Wall Act, neither of which are material planning considerations.

Recommendation

Approve with conditions