
2024/0398

Applicant: D. Hill

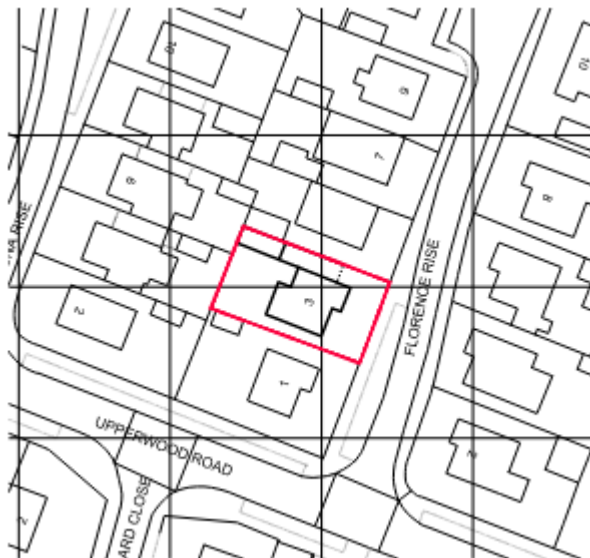
Address: 3 Florence Rise, Darfield, Barnsley, S73 9PW

Description: Removal of detached garage and rear conservatory, and erection of single storey side and rear wrap-around extension, detached sunroom to rear and additional parking area to front of detached single storey dwelling.

One neighbour objection

Site & Location Description:

Florence Rise is a small street of Bungalows, located off upper wood road in Darfield, within an area of predominantly mid twenty-first century bungalows. The application dwelling, like others on the street is a detached, buff brick coloured bungalow, with a tiled gable roof. The plot size is quite large and includes front and rear gardens, with a driveway to the adjacent to the right-side elevation. Until recently the dwelling featured a detached garage at the end of the driveway, with a car port attached to both the side elevation and garage, and a small rear conservatory.



Planning History: None

Proposed:

The proposal is for a wraparound extension on the right-side elevation, extending around to the rear elevation of the dwelling. The extension features a low-pitched roof, towards the bungalow on the side section of the extension, and a low dual pitched roof on the rear aspect of the extension; from a distance both roofs would probably appear flat. In addition, a small garden 'sunroom' is proposed to be constructed within the rear garden.

Measurements:

The existing (original) dwelling's eaves and roof heights have been checked on the existing plans and remain unaltered on the proposed plans

Existing Original House

Existing Conservatory

- **Maximum Eaves Height: 2.34m**
- **Maximum Roof height: 4.67m**
- **Maximum Width: 9.33m**
- **Maximum Length: 9.15m**

- **Rear Projection: 2.15m**
- **Width: 5.59m**
- **Maximum Eaves Height: 2.36m**
- **Maximum roof height: 2.6m**

Existing Car Port/Bin Storage

- **Maximum Eaves Height: 2.02m**
- **Maximum Roof height: 2.25m**
- **Maximum Width: 3.3m**
- **Maximum Length: 10m**

Proposed Extension (Side Aspect)

- **Side Projection: 2.75 m**
- **Length: 8.86m**
(inc. 3.05m beyond rear elevation)
- **Maximum Eaves Height: 2.43m**
- **Maximum Roof height: 2.89m**

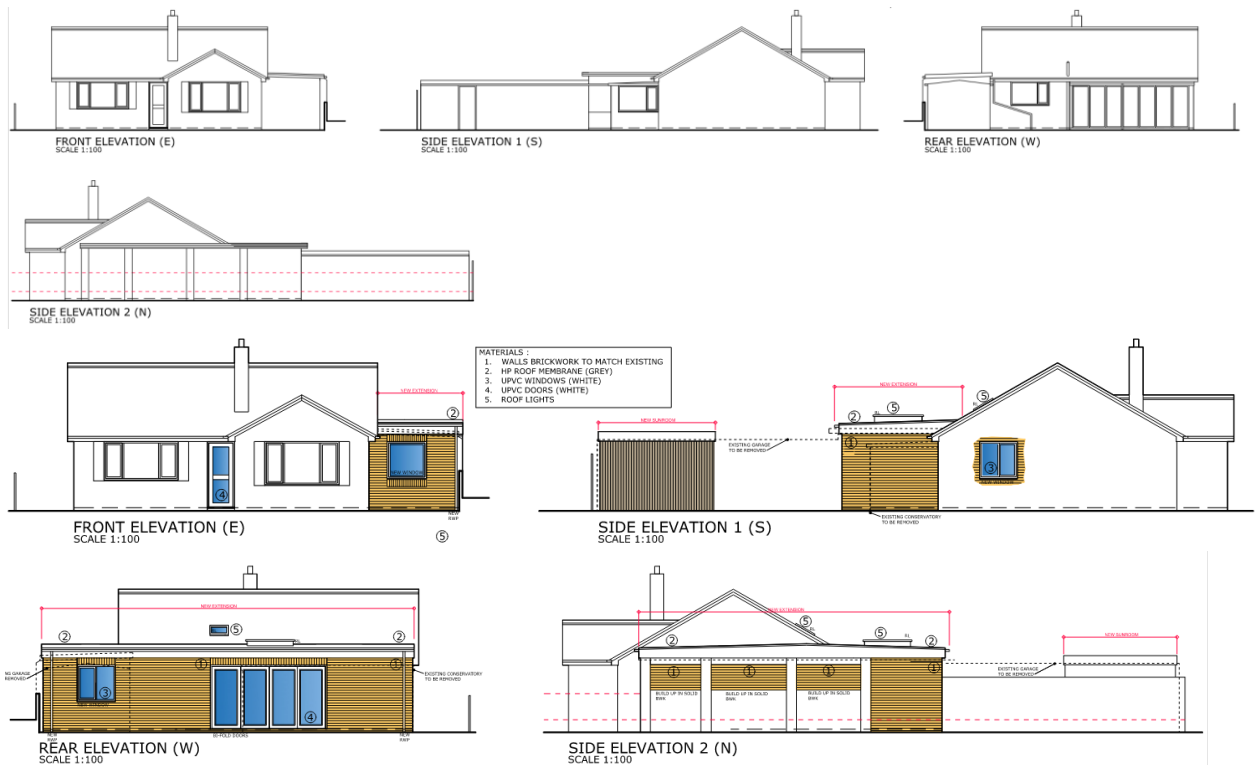
Proposed Sun Room

- **Maximum Eaves Height: 2.34m**
- **Maximum Roof height: 4.67m**
- **Maximum Width: 9.33m**
- **Maximum Length: 9.15m**

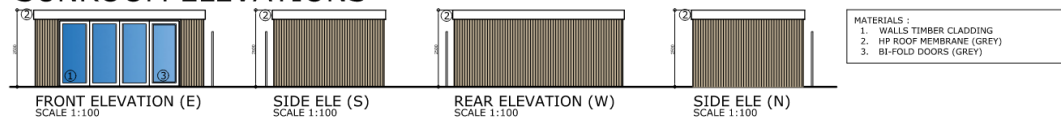
Proposed Extension (Rear Aspect)

- **Projection: 3.05m**
- **Width 12.5 m**
(inc. 2.75m beyond side elevation)
- **Maximum Eaves Height: 2.43m**
- **Maximum Roof height (Lantern): 3m**

Existing and Proposed Floor Plans and Elevations



SUNROOM ELEVATIONS



Highways Drainage DC: Confirmed there are no issues with drainage at the site, but happy for building control to carry out their own checks.

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.

NPPF

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

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

The proposal replaces existing structures which may have been original to the house, such as the garage, or constructed through permitted development rights. Together, these extensions would have taken up a considerable amount of space within the curtilage. Whilst the proposals for the extension do not meet the requirements for permitted development, this is due to the wraparound feature of the extension. If the side and rear aspects of the extension were not physically connected, their sizes and style would probably meet the requirements for permitted development, which is a relevant issue in determining the application for the extension.

The proposal is to be constructed where a semi-open carport, which was further attached to the garage previously stood, so a principle of a structure in that location has been established, and as mentioned a very similar side extension (not attached to a rear extension), may be constructed without planning consent. There may be a possible impact upon the neighbouring dwelling of No.5, it is unclear what window on the side elevation of No.5 is, but due to its location next to a door, it

would be most likely a kitchen or possibly bathroom window. Due to the driveway at No.5, there would be space between the proposed extension and No.5, and although a structure was previously erected, and could be again under permitted development, it is arguably not an ideal situation for No.5. However, in mitigation, there are no side windows on the proposed extension and the roof is lower than the principal roof, reducing overshadowing and not imposing privacy.

The rear extension is over 7m away from the substantial (approx. 1.8) boundary treatment, so there would be no, or minimal overlooking of gardens or dwellings to the rear. With the rear elevation of the closest rear dwelling being a distance of over 16m, there would be no privacy concerns from the roof lights proposed in the original bungalow or extension,, therefore in relation to the neighbour objection, any impact would be insignificant.

In regard to the sunroom, despite its proximity, very close to the boundary treatment, with a height of 2.5m, it would meet the requirements of Permitted Development, and not require formal consent. Regarding drainage, the council's drainage department has approved the drainage for the site but if the sunroom was subject to building control checks, drainage may be checked again by building control. Alternatively, any concerns over consequential damage would be a civil issue between the neighbouring dwellings, and unfortunately for the objector, not a material planning condition.

Visual Amenity

Visually the proposal is not the most amenable, but its lack of design strength is balanced by its reduced potential impact on the neighbouring dwelling of No.5, and its obvious subordination to the original dwelling. Even with a different style of roof, the construction materials for the rest of the extension are proposed to be matching brickwork. Further mitigation for the alternative roof design would be that the proposal would be a significant improvement over the previous car port on the side elevation, and to a lesser extent, the rear conservatory it replaces. Again, without the extensions being adjoined, each extension, in its current or slightly amended proposal may be individually constructed through permitted development rights.

Highway Safety

Once implemented, the proposed changes to the access and parking provision outlined and approved in the latest amended plans, would have no impact on highway safety.

Recommendation: Approve with conditions