
2023/1099

Applicant: Mrs J Elsworth

Address: 3 Hild Avenue, Cudworth, Barnsley, S72 8RN

Description: First floor side and roof extension to 2 storey dwelling, including conversion of existing integral garage into habitable area.

Site & Location Description:

The dwelling is located on a small side street, leading off Darfield Road, on the southeastern edge of Cudworth. The dwelling itself is a circa 1930's red brick, semidetached house with a grey tiled, hipped roof, and render on the first-floor elevation. In common with the other eleven dwellings on the street, the top half of the dwelling has been rendered. The dwelling has an unsympathetic two-story side extension to the rear of the dwelling, which reduces towards the front elevation into a ground-floor garage. Additionally, there is a small sunroom/conservatory on the rear elevation. The garden is landscaped with a specific parking space. There are no neighbours to the rear of the dwelling as the rear garden backs onto a recreation ground.



Planning History: B/83/1336/CU - Extension to Dwelling – Approved 5th October 1983

Proposed:

The proposal is to extend the existing first floor of the existing side extension over the existing ground floor garage, and to convert the garage into living accommodation. A new pitched and tiled roof of similar design is proposed, along with the removal of a side door from the garage and a new front elevation window in replacement of the garage door. Additionally, the unoriginal chimney stack on the same elevation as the side extension would be removed. The principal and original chimney on the main roof would remain. Amendments to the plans have included an additional setback of the ground floor extension, in addition to the first floor set back and set down of the roof.

Measurements:

All existing roof and eaves heights have been measured on the existing plans and remain unaltered with the exception of the integration of the new pitched roof, in replacement of the existing flat roof of the side extension and garage.

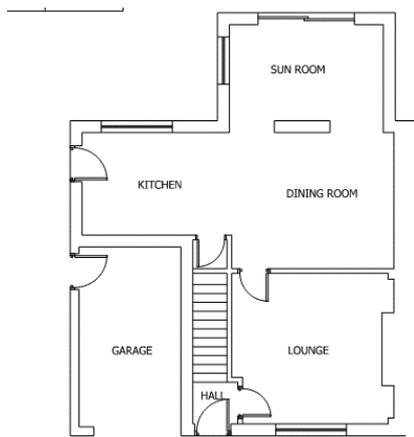
Original Roof:

- **Maximum Height: 7.67m**
- **Maximum Eaves Height: 5.25m**

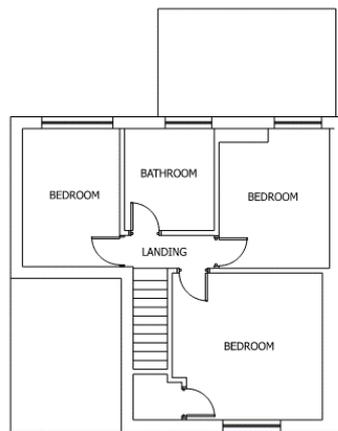
Side Extension (Existing Measurements):

- **Side Projection: 2.79m (2.79m)**
- **Length: 7.99m (7.99m)**
- **Maximum Eaves Height: 5.08m (5.06m)**
- **Maximum Roof height: 7.53m (5.35m)**

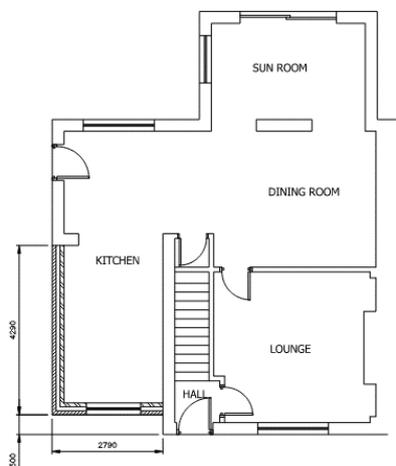
Existing and Proposed Floor Plans and Elevations



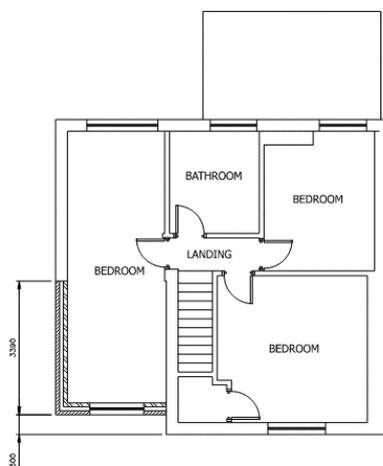
EXISTING GROUND FLOOR PLAN
SCALE 1:100 AT A3



EXISTING FIRST FLOOR PLAN
SCALE 1:100 AT A3



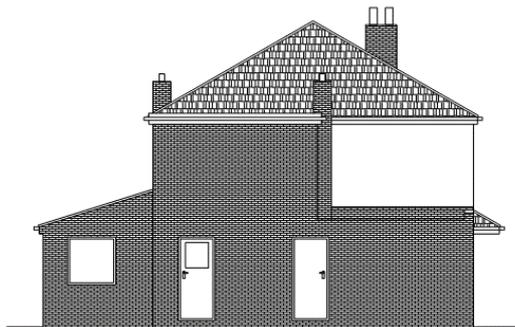
PROPOSED GROUND FLOOR PLAN
SCALE 1:100 AT A3



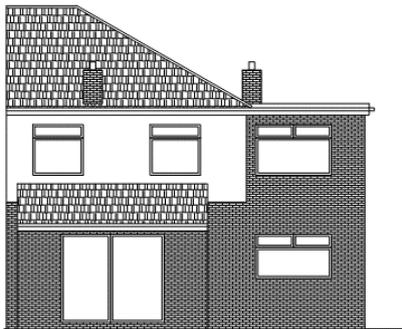
PROPOSED FIRST FLOOR PLAN
SCALE 1:100 AT A3



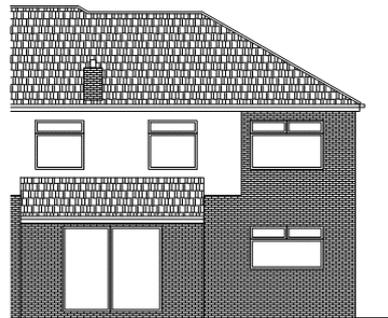
EXISTING FRONT ELEVATION
SCALE 1:100 AT A3



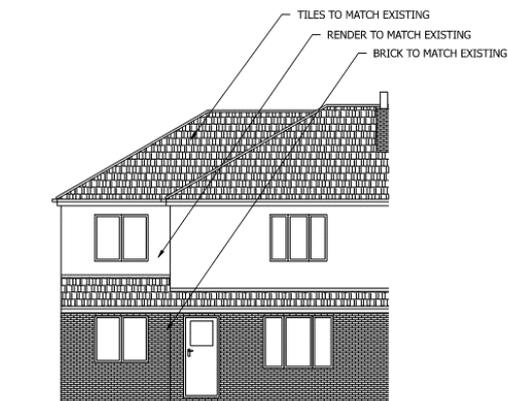
EXISTING END ELEVATION
SCALE 1:100 AT A3



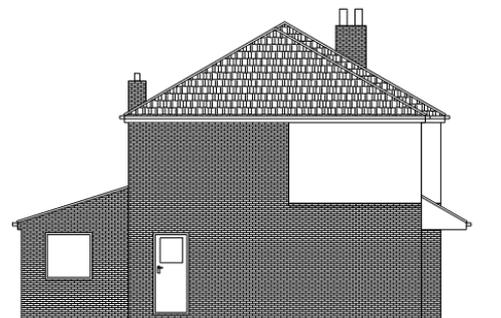
EXISTING REAR ELEVATION
SCALE 1:100 AT A3



PROPOSED REAR ELEVATION
SCALE 1:100 AT A3



PROPOSED FRONT ELEVATION
SCALE 1:100 AT A3



PROPOSED END ELEVATION
SCALE 1:100 AT A3



Local Plan Designation: Urban Fabric

Conservation Area: No

Neighbour Representations:

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

Consultees:

Highways DC: Following consultation with highways and amended plans being submitted, subject to a condition requested by highways to be added to any planning consent; there is now no objection from Highways.

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

As the principal of an extension already exists, and with most of the side extension being two story already, the act of increasing the garage aspect to a similar level would have a minimal detrimental effect to the unattached neighbouring dwelling at No.5. Currently there is a 1.64m distance between the existing extension and the side boundary treatment, a low fence, with No.5. The distance between the actual extension and the side elevation of No.5 is 4.66m. On the side elevation of No.5 are an entrance door and three non-habitable rooms windows, these are a porch window and what is presumably a pantry window on the ground floor and a first-floor landing window. Despite the increased height of both the existing ground and first floors of the extension, due to a new pitched roof, as both dwellings face a north to northwest direction, the impact on sunlight would be minimal and only potentially affect a small portion of the front garden of No.5. With a 5m distance between the actual extension and side elevation, any sense of overbearing should be minimal, and with no side windows proposed, there would not be any issue in relation to loss of privacy for No.5.

In relation to the residential amenity of other dwellings on the street, there would be no noticeable impact, except possibly of the proposed bedroom window in the first-floor extension. The distance of the proposed window to the bedroom windows of the closest opposite dwellings at No. 4 & 6, would be circa 17m measured diagonally. The actual proposed window would not directly overlook any dwelling, but instead look directly into the front and side gardens of No. 4 & 6. Whilst the distance is approximately 12m from the extension to the curtilage of the opposite houses, this is the

approximate distance between existing houses on opposite sides of the narrow street. As such the window would have an insignificant impact on residential amenity.

Visual Amenity

Although the proposal would only increase the floorspace of the first floor by circa 9 sqm, the impact of the proposed roof would significantly alter the perceived size of the dwelling. Because of the design of the proposed roof, which would be of a good design match to the original roof, and equally show subservience, as would the setback of the proposed ground and first floors, overall, the structure of the extension would potentially be a visual improvement of the current dwelling, or at worst have a neutral improvement on the already poorly implemented flat roofed extension. As the chimney loss is not that of the original chimney, its loss would be insignificant. Again, with the removal of the garage door and replacement with a window, this would be both insignificant and at worse have a neutral impact on the character of the dwelling or visual amenity of the area.

Highway Safety

Whilst the garage would be lost, the plans indicate that provision for a second parking space at the front of the dwelling would be created. Following a request from Highways, further information was provided about access to the dwelling and subject to the proposal being constructed in accordance with the plans and subsequent (Highways) requested conditions, there would be no impact on Highway Safety.

Summary

With limited and insignificant impact to the residential or visual amenity of both neighbouring dwellings, and other dwellings within the street scene, no impact on highway safety and a potential positive impact on the character of the dwelling itself, it would be appropriate to recommend the application for approval.

Recommendation: Approve with conditions