

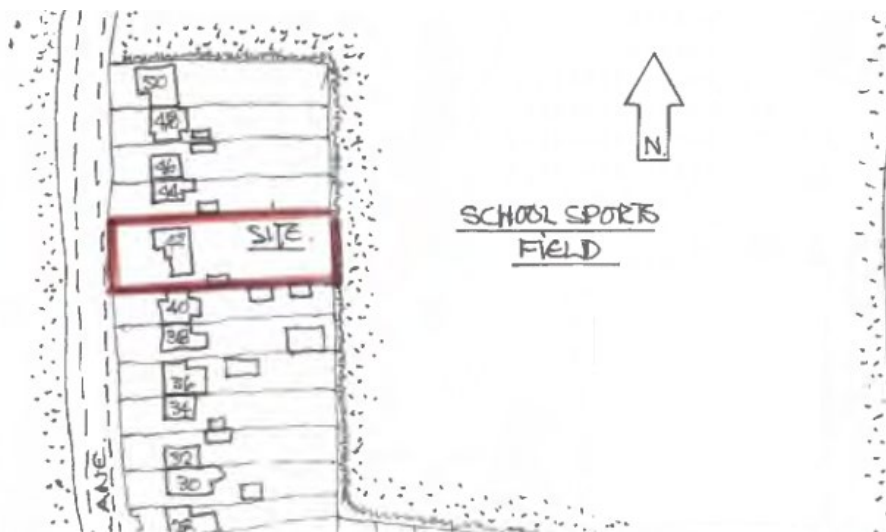
**Application Reference:** 2026/0117

**Site Address:** 42 Clayton Lane, Thurnscoe, Rotherham, S63 0RX

**Introduction:** This application seeks full planning permission for the demolition of a single detached garage, and the erection of a single storey front and rear extensions, and a new detached double garage to rear of dwelling.

**Relevant Site Characteristics:**

Located at the edge of the Village of Thurnscoe, the dwelling is a brick built, detached bungalow set within a single sided street scene of predominantly red brick semi-detached houses. The dwelling features a driveway and ample garden space around the dwelling.



**Site History**

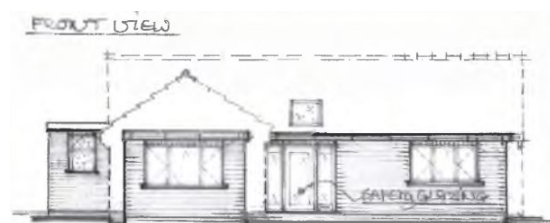
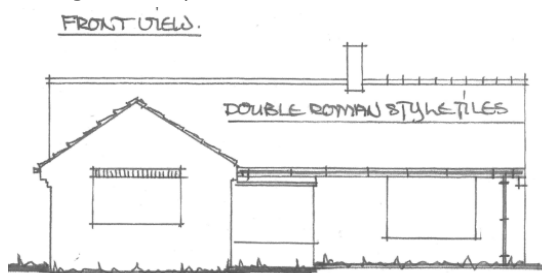
There is no recorded site history for the address.

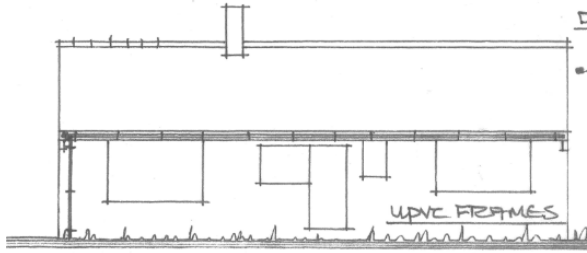
**Detailed description of Proposed Works**

The existing single detached garage, located at the rear corner of the existing dwelling, would be demolished, with a larger double garage erected at the southeastern corner of the rear garden adjacent to the side boundary treatment with No40 and recreational fields to the rear.

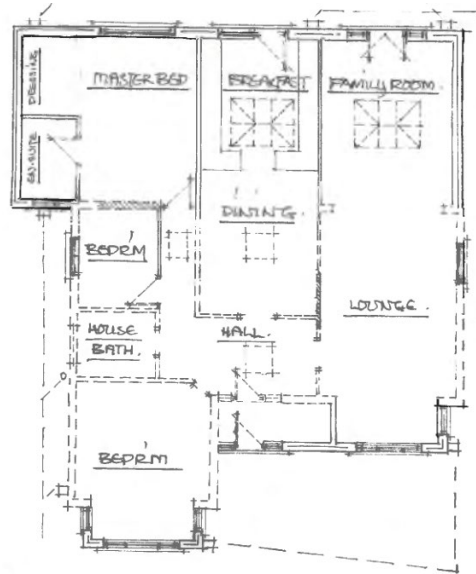
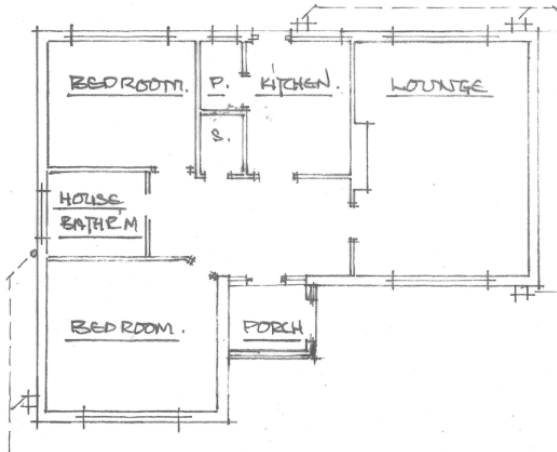
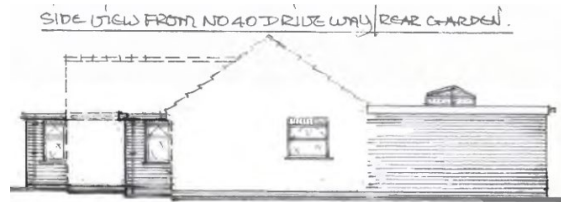
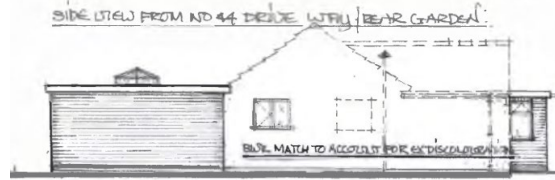
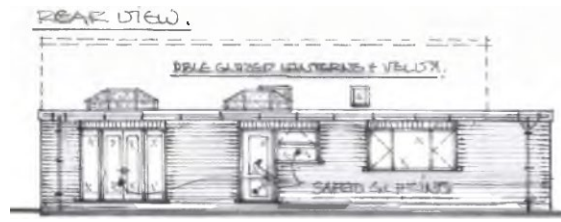
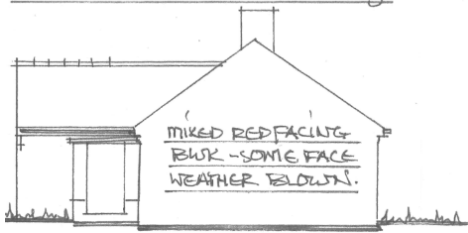
Two separate, modest sized front extensions are proposed, with a larger rear extension is proposed for the rear elevation. Not detailed in the description is a driveway extension, as this would be wholly completed within the rear garden, it would be considered as permitted development. It is not proposed to increase the roof height, but the chimney is shown to be removed.

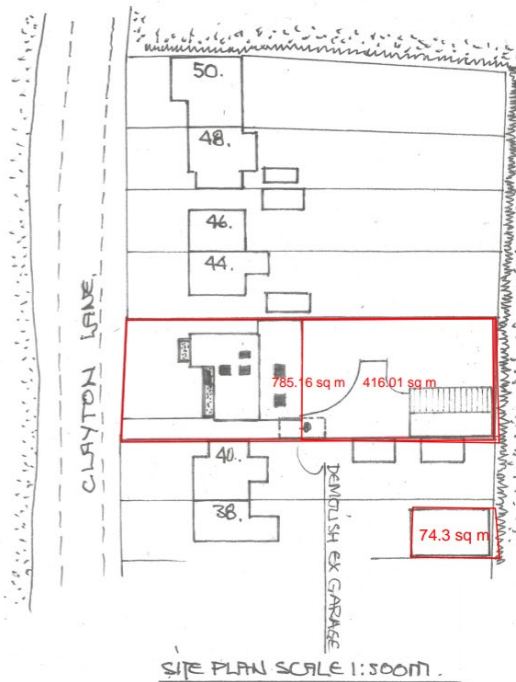
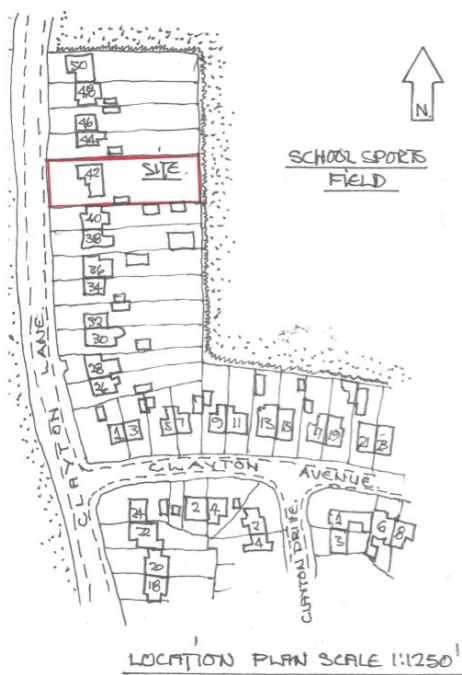
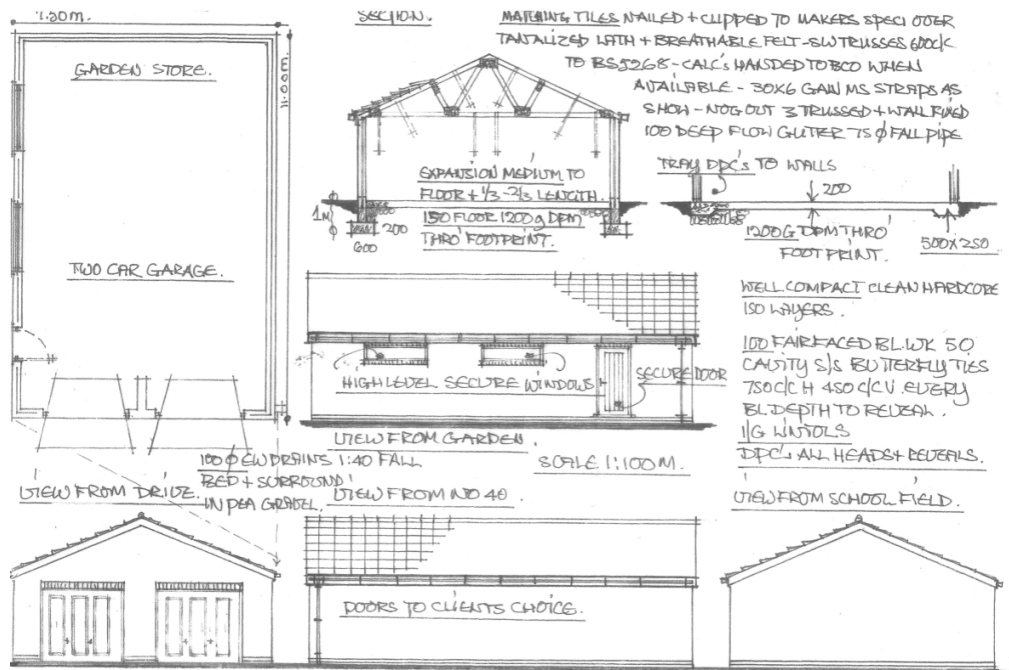
Existing and Proposed elevations and Floor Plans





SIDE VIEW FROM NO 44 DRIVEWAY.  
SIDE VIEW FROM NO 40 DRIVEWAY:





**Relevant Policies**

The Development Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires proposals to be determined in accordance with the development plan unless material considerations indicate otherwise. The development plan for Barnsley consists of the Barnsley Local Plan (adopted January 2019).

The Local Plan review was approved at the full Council meeting held 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.

The following Local Plan policies are relevant in this case:

- Policy SD1: Presumption in favour of Sustainable Development.
- Policy D1: High Quality Design and Place Making.
- Policy GD1: General Development.
- Policy T4: New Development and Transport Safety

#### National Planning Policy Framework (NPPF) and the National Planning Practice Guidance

In December 2024, The Government published a revised National Planning Policy Framework ("NPPF") which is the most recent revision of the original Framework, published first in 2012 and updated a number of times, providing the overarching planning framework for England. It sets out the Government's planning policies for England and how they are expected to be applied. The NPPF must be taken into account in the preparation of local and neighbourhood plans and is a material consideration in planning decisions. This revised document has replaced the earlier planning policy statements, planning policy guidance and various policy letters and circulars, which are now cancelled.

Central to the NPPF is a presumption in favour of sustainable development which is at the heart of the framework (paragraph 10) and plans and decisions should apply this presumption in favour of sustainable development (paragraph 11). The NPPF confirms that there are three dimensions to sustainable development: economic, social and environmental; each of these aspects are mutually dependent. The most relevant sections are:

Section 2 - Achieving sustainable development

Section 4 - Decision making

Section 12 - Achieving well-designed places

The National Design Guidance (2019) is a material consideration and sets out ten characteristics of well-designed places based on planning policy expectations. A written ministerial statement states that local planning authorities should take it into account when taking decisions.

#### Supplementary Planning Guidance

In line with the Town and Country Planning (Local Planning) (England) Regulations 2012, Barnsley has adopted twenty eight Supplementary Planning Documents (SPDs) following the adoption of the Local Plan in January 2019. The most pertinent SPD's in this case are:

- House extensions and other domestic alterations
- Parking

The adopted SPDs should be treated as material considerations in decision making and are afforded full weight.

## **Consultations**

The application has been advertised in accordance with Article 15 of the Town and Country Planning Development Management Procedure (England) Order 2015. Any neighbour sharing a boundary with the site has been sent written notification and the application has been advertised on the Council website.

No comments were received.

## **Planning Assessment**

For the purposes of considering the balance in this application, the following planning weight is referred to in this report using the following scale:

- Substantial
- Considerable
- Significant
- Moderate
- Modest
- Limited
- Little or no

## Principle

The site falls within Urban Fabric. 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.

## Scale, Design and Impact on the Character

Given the unique nature of the dwelling in comparison to the larger semi-detached dwellings within the immediate street scene, whilst there would be undeniably some impact to the scale of the dwelling, with the bungalow effectively being doubled from approximately 96 sqm to 184 sqm; predominantly the bulk of this additional footprint would be located at the rear of the dwelling. Moreover, with no proposed increase in the in height of the original height of the bungalow, and all extensions being ground floor only, the overall impact to the scale of the dwelling, particularly when viewed from the street scene would be limited.

The two small proposed extensions on the front elevation would have a cumulative size of approximately 13.5 sqm, around 14% of the original dwellings footprint, and a front projection of approximately 1.45m for the furthest set back extension, and 1.3m for the bay window style extension on the most forward aspect of the original front projection. The remaining bulk, approx. 74 sqm of the extension, along with a substantial sized, replacement detached double garage, would be located on the rear elevation of the dwelling, and within the unusually large rear garden respectively. Possibly the most negative aspect of the proposed rear extension would be its slight 1.6m projection beyond north/eastern corner of the rear and side elevation, but this is a minor aesthetic issue.

Other characteristics of the rear extension are its approximate 5.25m rear projection, 14m width, including the 1.6m projection beyond the side elevation of the dwelling, and roof lanterns on the

proposed flat roof. Similar roof lanterns were proposed for the front extension but were removed following a request, as they were deemed out of character with the dwelling. Whilst the scale of the extension is very large at approximately 76sqm, the rear garden has an approximate area of 416sqm. The height of the rear extension is approximately 2.91m, with a maximum height to the lanterns of about 3.6m.

The existing single detached garage would be demolished to make way for the extension, whilst a substantially large double garage/garden room would be located at the furthest extent of the rear garden. Whilst the garage at 11 x 7.5m is in excess of both the recommended dimensions for a double garage at 6.5m x 6.5m, as detailed in the SPD House extensions and Other Domestic Extensions SPD, and with an approximate height of 4.3m, is over that allowable through permitted development, there is mitigation.

If the garage had featured a height of 4m or less and was located more than 2m from the boundary, permitted development rights would allow for a potentially larger garage, subject to certain restrictions including justified incidental use to the host dwelling and its occupants. Additional mitigation arises from the fact that a similarly large garage was approved at No38 in 2017. The applicant has stated that the garage would be for personal hobbyist use by the occupier of the application dwelling, including storage of motor vehicles, ancillary to the existing dwelling. The final mitigation, as noted above would be the extraordinarily large rear garden at approximately 416 sqm, so the garage would not unduly impose on amenity space.

The most impactful design feature of the original proposal was for the whole dwelling to be rendered in white. Whilst the impact on the dwelling itself may have been neutral, it would have had a significant detrimental impact upon the immediate street scene where render is minimal or non-existent. In the furthest extent of the street scene, No2 and No4 are partially rendered on their top section, which matches the house designs on Houghton Road. No.6 has a full white rendered façade, but this is out of character with the broader street scene.

For the revised plans, materials of a similar appearance including brick are proposed to retain some of the original character of the dwelling, and to ensure continuity within the immediate street scene. The smallest of the proposed front extensions would be akin to a bay window, common within the street scene whilst the second extension would extend an existing porch. A pitched roof was initially requested for the second extension, but as this was technically difficult to achieve, a flat roof has been accepted. As noted above the rear extension would not be prominently visible from the street scene, and whilst the garage is very large, its location also minimises its impact.

Overall, the proposal has broadly met the requirements of the guidance outlined in the SPD House Extensions and Other Domestic Extensions, with the obvious exception of the garage. With the proposal overall only having a modest impact on the scale, design and character of the original dwelling, and a limited impact within the street scene, the proposal would be compliant with local policy GD1 and D1. This carries moderate weight in favour of the proposal.

#### Impact on Neighbouring Amenity

With dwelling being a detached bungalow, set within a considerably large plot in between two semi-detached houses, whilst there will be some undeniable impact on neighbouring amenity, the impact is not expected to be significant.

Starting with the front bay window style extension on the existing furthest most forward point of the front elevation, its limited scale would have little or no impact on the neighbouring dwelling of No44, whose house is in line with the existing furthest projection of the application dwelling. The second front extension, which is an extension of the existing porch, which is significantly set back from the furthest extent of the front elevation would remain behind the build line of No40, so again would have little or no impact on their amenity. Regarding the street scene, an approximate 6.7m distance between the bay window style extension and the boundary is retained, whilst an approximate 10m distance is maintained between the porch extension and the boundary, thus there being little or no impact on the broader street scene.

Given the scale of the rear extension, and the proximity, especially of the northern side elevation, there may be some impact on the neighbouring dwelling of No44. What mitigates this impact is that No44 has a detached garage located directly on the other side of the boundary treatment to where the proposed extension would be sited. If the garage was removed there may be a modest impact but with an approximate height of 2.91m, the extension would not be substantially larger than a 2m boundary treatment, which could be erected through permitted development. Furthermore, the side elevation of their house is located approximately 3m from the extension, and the side elevation of their own rear extension is 5.8m away, providing reasonable distance, in addition to any current or future boundary treatment.

For No40, the extension is approximately 2.45m away from the shared boundary treatment, with this space being created through the removal of the existing detached garage. On the neighbour's side, their dwelling is built almost up to the boundary, but the side elevation of their extension is also approximately 2.45m from the shared boundary. Whilst the extension is expected to have little or no impact on their amenity, the large, detached garage which is proposed at the end of the applicant's garden may have an impact,

As noted above, the garage is larger than SPD guidance but a similar or larger size garage in a different position would have been allowable through permitted development. With the garage located approximately 14m from the proposed new rear elevation of the application dwelling, and 20m from the rear elevation of the neighbouring dwelling, there would be no impact on the actual neighbouring dwellinghouse. There is potential for some overshadowing of the neighbouring garden, but one of two outbuildings within the neighbour's garden is located on the opposite side of the boundary to the proposed garage. With up to a 20m length of non-overshadowed space of the neighbour's garden, along with any potential noise impact from the garage being at the same distance from their house, it should not have more than a modest impact on the enjoyment of their garden.

With at most a modest impact on adjacent neighbouring amenity, no neighbouring dwellings to the rear of the dwelling, and no impact on other neighbouring dwellings, the proposal would be considered in accordance with Local Policy GD1 which carries moderate weight in favour of the proposal.

#### Highways

An existing garage is proposed to be demolished with a larger replacement garage. With no proposed changes to access, other than a possible permitted development driveway extension in the rear garden; even without construction of the proposed garage or driveway, the dwelling has adequate in-

curtilage parking provision for at least two vehicles. As such there would be no impact on highway safety.

#### Planning Balance and Conclusion

For the reasons given above, and taking all other matters into consideration, the proposal complies with the relevant plan policies and planning permission should be granted subject to necessary conditions. Under the provisions of the NPPF, the application is considered to be a sustainable form of development and is therefore recommended for approval.

#### **RECOMMENDATION: Approve subject to conditions**

#### **Justification**

In dealing with the application, the Local Planning Authority has worked with the applicant to find solutions to the following issues that arose whilst dealing with the planning application:

- Removal of the proposed render across the dwelling, and removal of roof lanterns from the front extension, to maintain a good standard of design and coherence with the street scene.

#### **STATEMENT OF COMPLIANCE WITH ARTICLE 35 OF THE TOWN AND COUNTRY DEVELOPMENT MANAGEMENT PROCEDURE ORDER 2015**

**Due regard has been given to Article 8 and Protocol 1 of Article 1 of the European Convention for Human Rights Act 1998 when considering objections, the determination of the application and the resulting recommendation. it is considered that the recommendation will not interfere with the applicant's and/or any objector's right to respect for his private and family life, his home and his correspondence.**