
2024/0859

Applicant: Mrs J Watson

Address: 100 Barnsley Road, Darton, Barnsley, S75 5NS

Description: Single storey rear extension (rendered), loft conversion to provide habitable area, installation of brick cladding, re-roof, install of 4 x front rooflights, tiles on front bay windows and new rear dormer, to single storey dwelling (amended description).

1 Neighbour Comments and 1 Neighbour Objection

Site & Location Description:

Located on the A637, on the edge of the settlement of Darton, the immediate street scene comprises of detached dwellings, both bungalows and houses set back from the road within large curtilages. Opposite the road is agricultural fields and a recreational park. The broader street scene comprises of more densely packed dwellings, of various styles. The application dwelling is a red brick, detached bungalow with a tiled gable roof, two front bay windows and a rear extension. One adjacent dwelling is a bungalow, seemingly set lower, and another adjacent dwelling is a two-story house, seemingly set high because of differing land levels between the three dwellings.



Planning History:

- **B/94/0111/DT** - Erection of rear extension to bungalow – Approved with conditions 2nd March 1994

Proposed:

The proposal contains multiple aspects, starting with a loft conversion and heightening of the roof, which would also be replaced, to create a dormer style bungalow with habitable space within the roof space. Four Velux style windows are proposed on the front elevation roof. Matching tiles to those in the new roof would also be used in replacement of the existing rendered sections below the two front bay windows. Replacement wider steps to the front door are also proposed. The rear elevation would feature a larger replacement extension, incorporating a new gable style elevation to accommodate habitable space within the roof. Within this gable would be a large set of glazed doors at ground level and three large, glazed windows above, along with a Velux style roof light within the roof. The rear extension, which also would include part of the side elevation would be finished in render, whilst the remaining bungalow walls would feature a brick cladding to provide the appearance of brick. A replacement window and new entrance door are proposed on the front

elevation which already features three windows. The final alteration would be the removal of the chimneys as part of the roof works.

Approximate Measurements:

Roof heights measured at left side elevation at closest point to centre of the dwelling on the provided plans. Due to varying land levels, measurements taken elsewhere may be different.

Rear Extension (original)

- **Rear Projection: 3.62m** (3.62m)
- **Width: 9.07m** (6.85m)
- **Eaves Height: 3.42m** (3.24m)
- **Roof height: 7.48m** (4.62m)

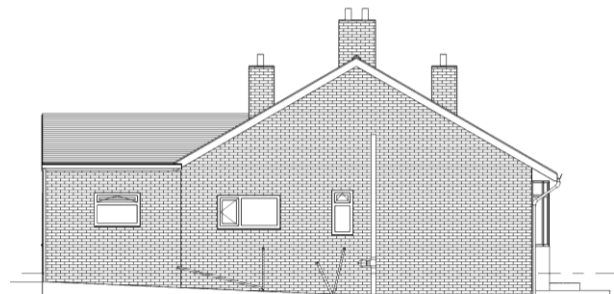
Main Roof Heights (original)

- **Eaves Height: 3.3m** (3.24m)
- **Roof (side elevation) height: 7.75m** (6.22m)

Existing and Proposed Floor Plans and Elevations



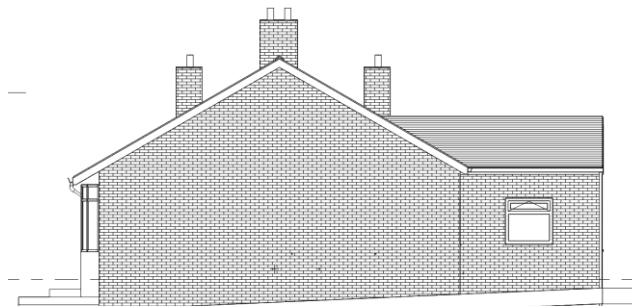
7 EXISTING FRONT ELEVATION
1:50



8 EXISTING LEFT SIDE ELEVATION
1:50



9 EXISTING REAR ELEVATION
1:50



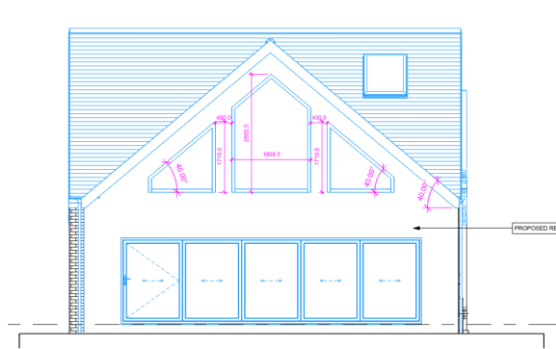
10 EXISTING RIGHT ELEVATION
1:50



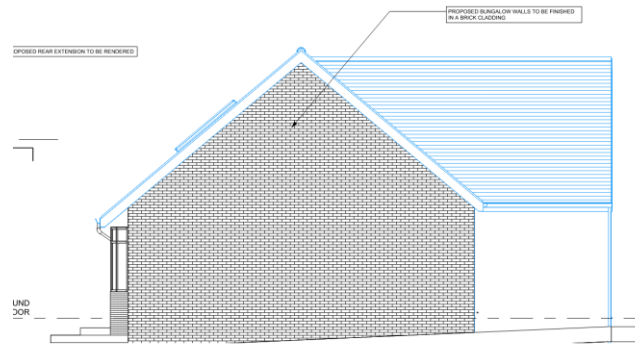
11 PROPOSED FRONT ELEVATION
1:50



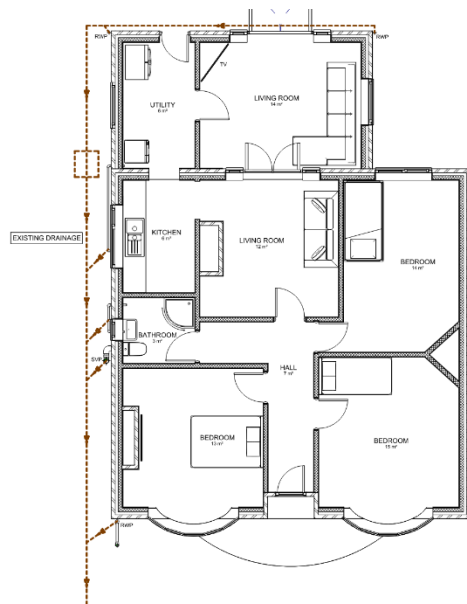
12 PROPOSED LEFT SIDE ELEVATION
1:50



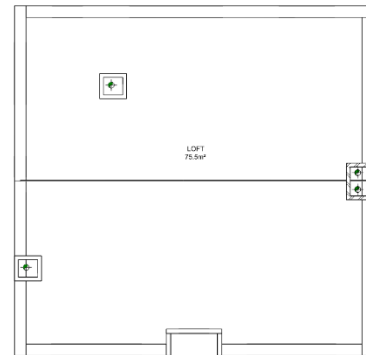
13 PROPOSED REAR ELEVATION
1:50



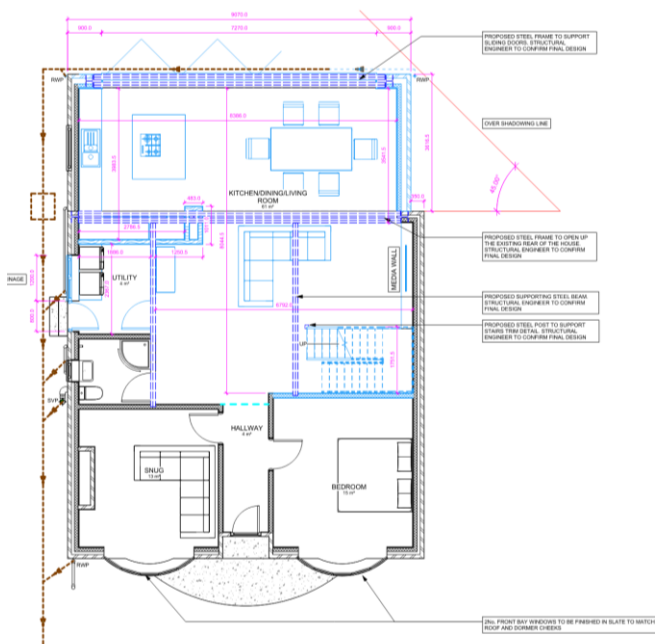
14 PROPOSED RIGHT SIDE ELEVATION
1:50



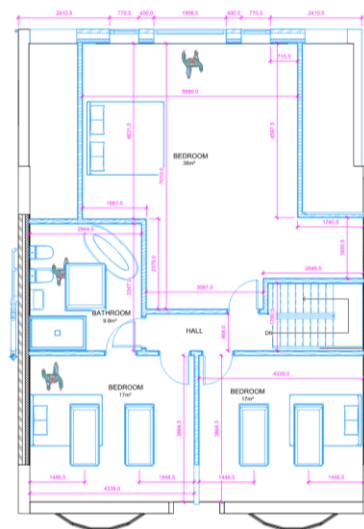
3 EXISTING GROUND FLOOR
1:50



5 EXISTING LOFT
1:50



5 PROPOSED GROUND FLOOR PLAN
1:50



6 PROPOSED LOFT
1:50

Local Plan Designation: Urban Fabric

Conservation Area: No

Neighbour Representations:

Letters were sent to nearby addresses; One comment and one Objection were received. The comment queried overlooking but there is over 50m between the proposed extension and any dwelling to the rear where the comment originated, Local policy suggests there should be a minimum of 21m between directly overlooking windows. The objection concerned the use of render on the dwelling in the context of very limited render on the original dwelling. The amount of render proposed has been significantly reduced from the original submission and would have limited public view from the prominent front elevation and broader street scene.

Consultees: None

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 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

Assessment

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

Due to the unusually large curtilage of the dwelling, and the limited extended footprint of the proposal, there would be limited impact on the amenity of neighbouring dwellings. Although one adjacent neighbour is a bungalow, there would only be a minimal amount of overshadowing caused by the dwelling to the blank side elevation of their dwelling, with the opposite neighbour being a two story-house and at a higher ground level, there would be even less of an impact caused by the increase in roof height. The additional ground floor door on the side elevation should not cause any significant harm to the neighbouring bungalow it faces, and all other windows do not directly overlook neighbouring dwellings to the side, whilst there is over 50 meters from the rear extension to the boundary treatment of the rear garden.

Visual Amenity

In addition to a neighbour objection about the amount of render proposed for the dwelling, the limited render on the original dwelling and lack of fully rendered dwellings within the nearby street scene, revised plans were requested and subsequently submitted. The new plans limit the proposed areas to be rendered to the extended or replaced rear extension and the rear elevation of the dwelling. In lieu of rendering, new brick style cladding would be used for the remaining walls of the bungalow. An image of the proposed cladding was provided and whilst the cladding would be a slightly lighter brick color than the original, it provides the appearance of brick, which would match with the various styles and materials used within dwellings within the street scene. The currently rendered sections below the front bay windows would be tiled in matching tiles to the proposed roof.

Original plans included dormer windows on the front elevation but these are not a characteristic of the street scene. Following a request, revised plans were submitted that removed the front dormer windows and included four Velux style roof light windows on the front elevation. In contrast to the other works, the proposed roof lights would have minimal impact on the character of the dwelling, and would have significantly less impact upon the street scene compared to the originally proposed dormers. There would be some differential in character of the renovated bungalow to that of the original dwelling but many dwellings within the street scene are unique in their design, with even the neighbouring bungalow of a different design to the application bungalow. Therefore, the refreshed dwelling would sit well within the street scene, despite the height differences which already and would continue to exist. In the new street scene, the neighbouring two-story dwelling would feature a less prominent height difference to the application dwelling, with the application dwelling acting as an intermediate step down to the adjacent bungalow.

With such a great distance from the main road to the dwelling. approx. 30m and with approx. 50m to dwellings to the rear, the proposed render would have a very insignificant effect upon the street scene and limited public view. Whilst the brick effect cladding would be visible, at such a distance, it would be quite difficult to distinguish the cladding from a traditional brick finish.

Highway Safety

There are no proposed changes to access or parking arrangements, which consequently means there is no impact upon Highway Safety.

Recommendation: Approve with conditions