
2024/0853

Applicant: Mr Ollie Ward

Address: 111 Kingsway, Staincross, Barnsley, S75 6EU

Description: Demolition of garage, and erection of 2 storey rear extension, and new front entrance porch to 2 storey detached dwelling

Site & Location Description:

The detached red brick-built dormer bungalow with a tiled gable roof is located on Kingsway in the settlement of Staincross. Kingsway is a long road starting at a lower level leading off Sackup Lane and progressing upwards and for a considerable distance until it merges in Towngate in Mapperwell. The application dwelling is located on the lowest part of Kingsway, near Sackup Lane; this area of the street predominantly features similar dormer style bungalows, many of which have been altered or extended. The front garden of the dwelling is open plan, whilst the rear garden did comprise of several trees and shrubs, but work has begun to remove the trees closest to the dwelling, with trees in far end of the large rear garden believed to be retained.

Planning History: None



Proposed: The proposal is for a new porch on the principal front elevation, demolition of the existing garage and the erection of a two-storey rear extension, constructed of matching materials and featuring two side elevation roof lights and additional doors and windows on the ground and first floor. Additional works, which would be considered as permitted development included a new roof light on the original side roof elevation and an enlarged side entrance door and window, also on the side elevation.

Approximate Measurements:

All existing roof and eaves heights have been checked on the existing plans and remain unaltered on the proposed plans. The proposed rear extension keeps the same eaves and roof height.

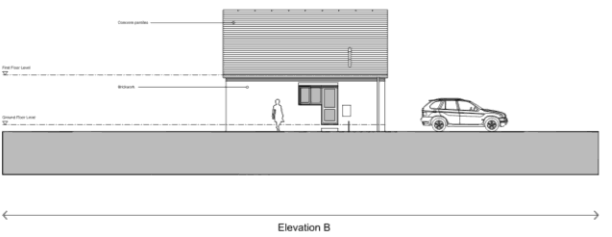
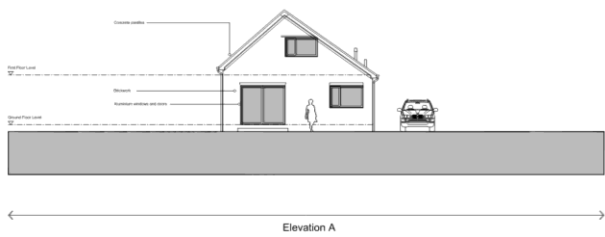
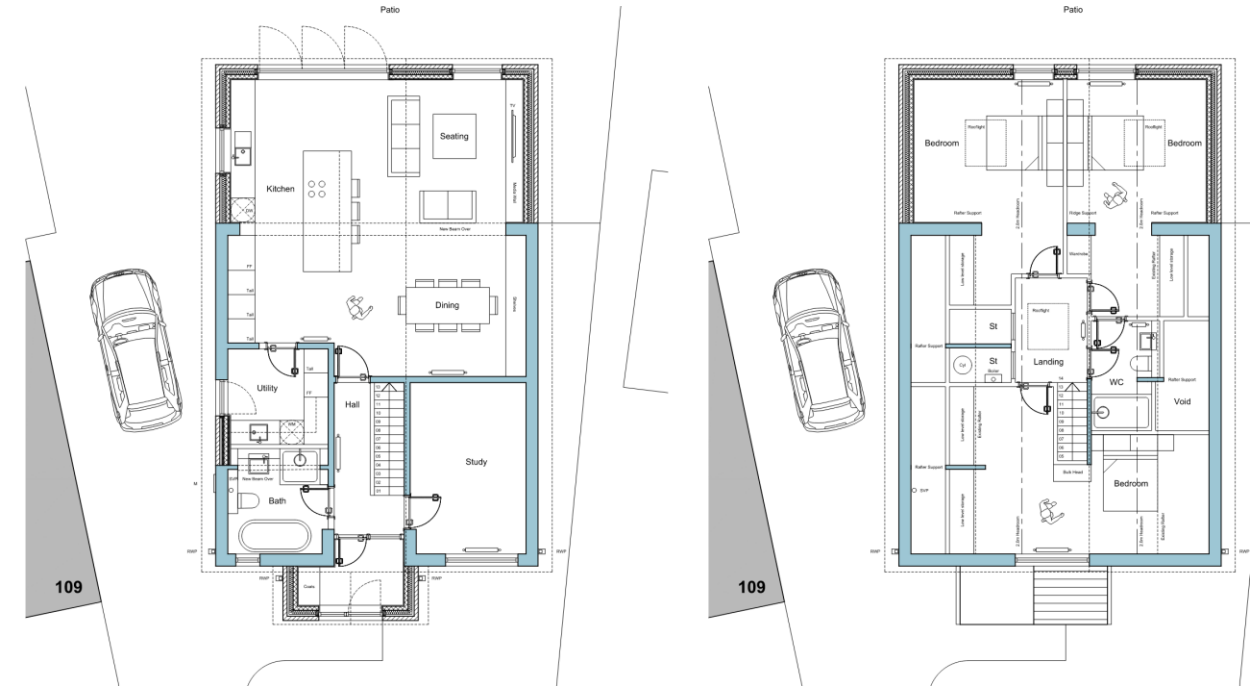
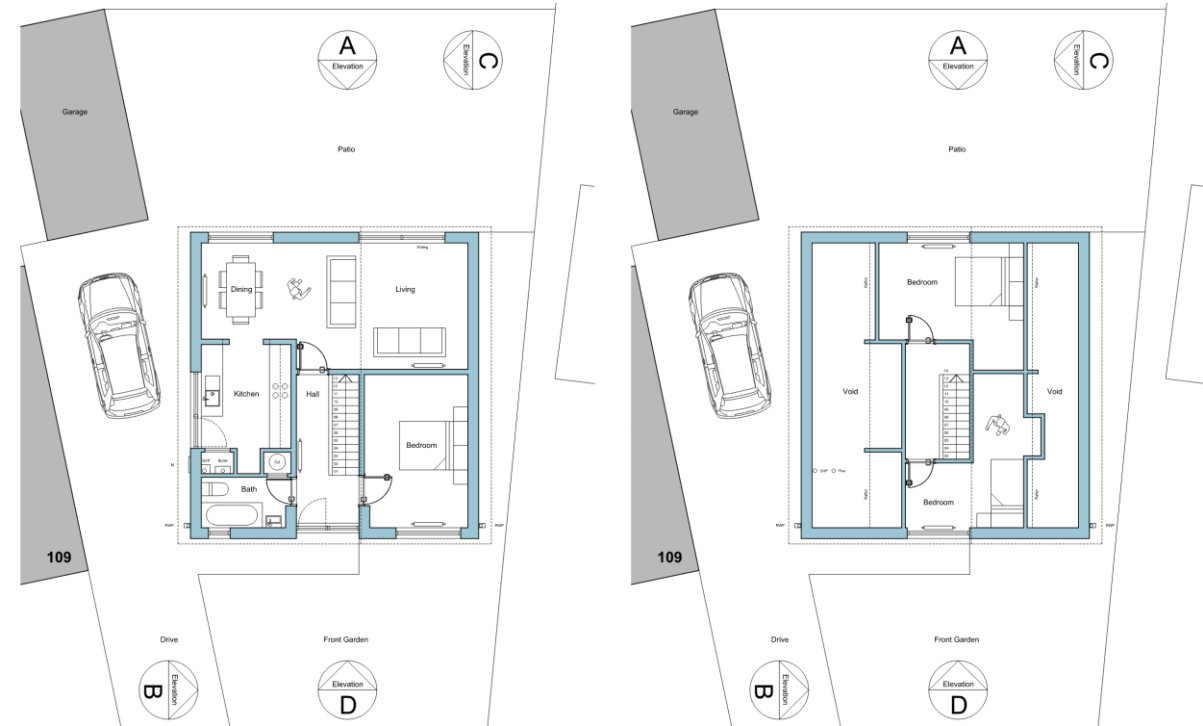
Two Storey Rear Extension

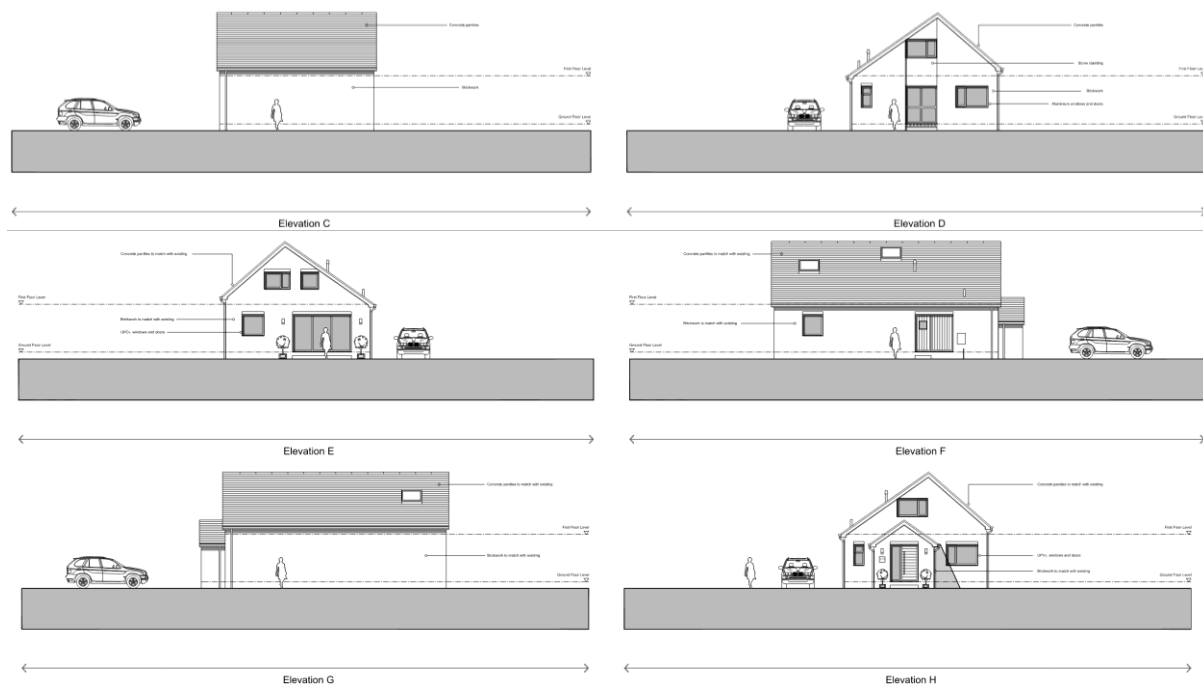
- **Rear Projection: 3.94m**
- **Width: 8.02m** (width of existing dwelling)
- **Maximum Eaves Height: 3.3 m** (as existing)
- **Maximum Roof height: 6.24m** (as existing)

Front Porch

- **Front Projection: 1.35m**
- **Width: 3.37m**
- **Maximum Eaves Height: 2.35m**
- **Maximum Roof height: 3.85m**

Existing and Proposed Floor Plans and Elevations





Local Plan Designation: Urban Fabric

Conservation Area: No

Neighbour Representations:

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

Consultees:

Forestry Officer: The forestry officer was consulted due to ariel images of the garden indicating multiple trees. On a site visit many of the trees had already been removed with work continuing in relation to two larger trees near the proposed extension, which may have affected the proposal. All other trees, believed to be retained are at a significant enough distance not have an impact upon the proposal.

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 with many proposals there would be some impact upon the amenity of the neighbouring dwellings, caused by the proposed rear extension. However, upon review of the proposals, and of visual review of the adjacent neighbouring extensions, whilst this extension would appear to be larger, especially in comparison to the extension at No.113, where only a single storey extension exists, there is a substantial distance from the windows and the extended rear elevation to the dwellings to the rear, and only roof lights proposed on the side elevation.

There is an acceptable, if not large, separation distance between the dwelling and the neighbouring extension at No.113 of between approximately 2.34m and 2.58m; the extension is 8.5m away from the neighbour's extension at No.109, who also benefit from the removal of the garage adjacent to their boundary. With mitigation arising from the large nature of the residents' gardens, distance of dwellings to the rear, and the difficulty in rejecting something which could be replaced by something, although at a reduced height, through permitted development rights; the overall impact of the rear extension would be considered moderate and on balance would not have a significant enough impact to consider a refusal.

The porch is also too large to be considered at permitted development but is at such a significant distance from the highway and neighbouring dwellings that it would pose no harm to the residential amenity or any nearby dwelling.

Visual Amenity

For both adjacent neighbours, and for the wider area, the proposed porch extension would not cause anything more than a modest impact on the visual amenity of the area.

In contrast, with the rear extension being broadly not visible from Kingsway and only visible from the rear gardens from the dwellings behind, there would be minimal impact to the visual amenity of the area.

With the loss of the garage and the distance between the proposal and the boundary treatment, between 3.6 and 4.6m, there would be only a modest impact on the visual amenity of No.113. For No.109, the extension is much closer to the boundary treatment and to their single-story extension. In mitigation of this, the proposal is no higher than the existing house, and a permitted development extension of up to 4m high would be allowed, and the extension only projects 2.58m beyond their extension, but with a very large garden, the impact would be moderate.

As with the impact on residential amenity, on balance, both the proposed front and rear extensions would not cause enough detriment to visual amenity to merit a refusal.

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