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2024/0694

Mrs Julie Saunders

Police Station House, Wood Walk, Platts Common, Barnsley, S74 9SH

**Remove existing conservatory and erection of first floor side extension with rear facing balcony, new car port and single storey rear extension, entrance lobby and relocation of fence and gates.**

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### Site Description

The application relates to a plot located on the north side of Wood Walk where the road joins Wombwell Road. The immediate surrounding area is principally residential with intermittent small-scale commercial uses. To the north-west, north and north-east is site HS69 which is land allocated for new housing in the adopted Local Plan.

The property in question is a two-storey detached dwelling constructed of red brick with a pitched roof with rosemary roof tiles. An existing single storey, flat roof south-west facing side projection and an existing single storey, flat roof rear projection form part of the original footprint of the dwelling with a single storey conservatory attached to the rear of the side projection added later. The property is served by an existing driveway accessed from the south corner of the plot. The site is bounded by a mix of timber fencing and mixed vegetation.



## **Planning History**

There is one historic application associated with this site.

1. B/94/1136/WO – Construction of new highway (Dearne Towns Link Road – Stage 1). – Historic.

## **Other Relevant Planning History**

There are two relevant planning applications associated with the land surrounding the application site which forms site HS69 which is land allocated for new housing in the adopted Local Plan.

2. 2021/1150 – Residential development of 83no dwellings and associated works. – Approved Subject to Legal Agreement.
3. 2023/0988 – Residential development of 83no dwellings and associated works (Revised Plans). – Approved Subject to Legal Agreement.

## **Proposed Development**

The applicant is seeking permission for the removal of an existing rear conservatory, the erection of a first-floor side extension with rear-facing balcony, the erection of a car port, the erection of a single storey rear extension, the formation of a new entrance lobby and the relocation of an existing fence and gates between the dwelling and side boundary.

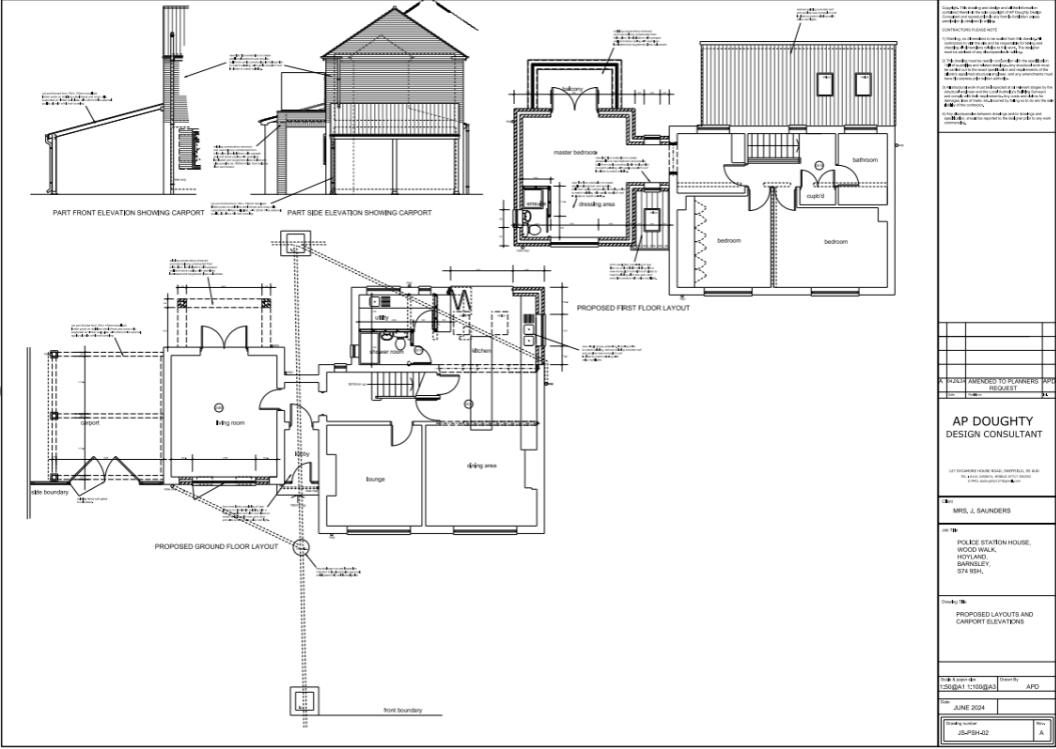
The proposed first-floor side extension would follow the footprint of the existing side projection and would adopt a pitched roof with an approximate total eaves and ridge height of 5.2 metres and 7.1 metres respectively. A first-floor balcony supported by brick pillars would be included to the rear which would have an approximate height above ground level of 3.1 metres.

The proposed car port would adopt a timber frame with a lean to roof with a felt covering which would have an approximate eaves and ridge height of 2.3 metres and 3.4 metres respectively. The car port would be open on all sides.

The proposed rear extension would incorporate the existing rear projection, maintaining a rearward projection of approximately 2.9 metres. The extension would have a total width of approximately 7.3 metres, and would adopt a mono pitched roof with an approximate eaves and ridge height of 2.6 metres and 3.6 metres respectively.

The proposal would adopt closely matching external materials.

During the application process, the proposal was amended to alleviate concerns in relation to visual amenity, mainly in that the roof did not reflect the style of the existing roof or the roofs of surrounding properties, and that the windows did not reflect the size and positioning of the existing windows.



## **Policy Context**

Planning decisions should be made in accordance with the current development plan policies unless material considerations indicate otherwise; the National Planning Policy Framework (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 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 which are a material consideration in the decision-making process.

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.

### Local Plan Allocation – Urban Fabric

The site is allocated as urban fabric in the adopted Local Plan which has no specific land allocation, and part of the existing driveway is in the Green Belt. Therefore, the following policies are relevant:

- ***Policy SD1: Presumption in favour of Sustainable Development.***
- ***Policy D1: High quality design and place making.***
- ***Policy GB1: The Green Belt.***
- ***Policy GD1: General Development.***
- ***Policy T4: New Development and Transport Safety.***

### Supplementary Planning Document(s)

- ***House Extensions and Other Domestic Alterations.***
- ***Parking.***

### National Planning Policy Framework

The NPPF sets out the Government's planning policies and how these are expected to be applied. The core of this is a presumption in favour of sustainable development. Proposals that align with the Local Plan should be approved unless material considerations indicate otherwise. In respect of this application, relevant policies include:

- ***Section 12: Achieving well-designed and beautiful places.***

### Other Material Considerations

- ***South Yorkshire Residential Design Guide 2011.***

## **Consultations**

No consultees were consulted on this application.

## **Representations**

Neighbour notification letters were sent to surrounding properties. No representations were received.

## **Assessment**

### Principle of Development

Extensions and alterations to a domestic property are acceptable in principle if they would remain subservient to and are of a scale and design which is appropriate to the host property and are not detrimental to the amenity afforded to adjacent properties, including visual amenity and highway safety.

While part of the existing driveway is in the Green Belt, the host property is on land allocated as urban fabric in the adopted Local Plan and the proposed development would be carried out on that land. As such, a separate Green Belt assessment is not required in this instance, but consideration will be given to the impact upon and preservation of the openness of the Green Belt in relation to visual amenity.

### Visual Amenity

Extensions and alterations to a domestic property are considered acceptable if they would not significantly alter or detract from the character of the street scene and would sympathetically reflect the style and proportions of the existing dwelling.

The proposed first floor extension would adopt a modest scale following the footprint of the existing side projection. The extension would adopt a new pitched roof and would be linked to the main dwelling with a smaller first floor extension with a pitched roof. New windows would repeat the proportion and style of and would line through with existing windows. These are welcome design choices that would vastly improve the appearance of the extension and the application property as a whole. The proposal would better reflect and harmonize with the design of the main dwelling and the character of the street scene.

The proposed car port would not adopt an excessive sideways projection more than two thirds the width of the original dwelling and would have a neutral appearance in the street scene due to its timber frame and being open on all sides. In addition, the car port would be set significantly back from the highway and would not be an overly prominent or dominant feature in the street scene.

The proposed rear extension would adopt a modest scale essentially acting as an infill between the main dwelling and the existing rear projection. The extension would adopt a new mono pitched roof. This is a welcome design choice that would greatly improve the appearance of the extension and would better reflect and harmonize with the design of the main dwelling.

The proposed balcony would be located to the rear and would not be visible from the public realm of the street.

In relation to the Green Belt, the proposal would be implemented within the existing residential curtilage of and would be attached to the application property and is therefore unlikely to impact the openness of the Green Belt.

Overall, the proposal would involve modest additions to the application property with significant improvements to its appearance in isolation and as part of the wider street scene, achieved through the adoption of considered and sympathetic design choices that would ensure that the proposal would appear subservient to the main dwelling while maintaining an acceptable amount of existing character and better harmonizing with its surroundings.

The proposal is therefore considered to comply with *Local Plan Policy GB1: Protection of Green Belt* and *Local Plan Policy D1: High Quality Design and Placemaking* and would be acceptable regarding visual amenity.

### Residential Amenity

Extensions and alterations to a domestic property are acceptable in principle if they would not adversely affect the amenity of neighbouring properties.

The proposal would largely follow the existing footprint of the application property which is located centrally in its plot. While the increase in height could contribute to some overshadowing, any potential impact would likely occur and be limited to the early morning and to the curtilage of the application property with some impact likely to extend to the rear curtilage of 84 Wombwell Road. However, the extent of any such impact would likely be limited, and the occupant(s) of 84 Wombwell Road were notified of the application and no objections were received.

The House Extensions and Other Domestic Alterations SPD states that 10 metres should normally be provided between rear-facing windows on the first floor (and above) and the rear boundary, and windows to habitable rooms on an extended property should not be less than 21 metres from any other properties with habitable room windows.

In this instance, new first floor windows and a rear-facing balcony are proposed. The application site is bounded by undeveloped land which has approval for a 'residential development of 83no dwellings and associated works' under applications 2021/1150 and 2023/0988. In accordance with Policy GD1, these applications have been considered in the interests of the residential amenity of existing and future residents. While it is the assumption that the development approved under application 2023/0988 will be implemented, the development approved under application 2021/1150 remains valid and could be implemented instead. An assessment has therefore been made in relation to both applications in relation to the potential impacts of the proposed development under consideration.

The approved documents in relation to application 2021/1150 show a new residential plot (Plot 02) to the rear of the application site. The proposed first floor windows and rear-facing balcony would face towards the rear curtilage of Plot 02 with a sufficient distance maintained to the rear boundary of the application site. No principle habitable rooms windows would be impacted.

The approved documents in relation to application 2023/0988 show a new attenuation basin to the rear of the application site. No residential plots would be impacted.

The proposal is therefore unlikely to result in increased overlooking and would be acceptable in either instance. In addition, the proposed balcony is shown to incorporate a 1.8-metre-high privacy screen and the proposed first floor window facing towards the rear curtilage 84 Wombwell Road is shown to be obscure glazed.

The proposal would not result in reduced levels of outlook.

The proposal is therefore considered to comply with *Local Plan Policy GD1: General Development and* would be acceptable regarding residential amenity.

### Highway Safety

The proposal would not be prejudicial to highway safety and a sufficiently sized driveway would be maintained to accommodate at least two off-street parking spaces, in accordance with the parking SPD.

The proposal is therefore considered to comply with *Local Plan Policy T4: New Development and Transport Safety* and would be acceptable regarding highway safety.

**Recommendation -  
Approve with Condition**