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**2023/1132**

**Applicant:** Mr & Mrs Cook

**Site Address:** 16 Tivy Dale Drive, Cawthorne, Barnsley, S75 4EN

**Description:** Increase vehicular access width to front right side and block existing left side vehicular access, widen integral front garage, replace front brick boundary wall with stone, form new front pedestrian access, remove and replace existing front porch, alter fenestration to front, omit dormers and re-clad, remove rear conservatory and replace with single storey extension.

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**Site & Location Description:**

Located on a minor street leading off and back on to Tivy Dale Road, a main road which runs through the village of Cawthorne, the dwelling is itself is a detached, extended red brick dormer bungalow featuring sections of yellow stone and PVC cladding, an integrated garage and a tiled gable roof. The street scene appears to have been originally comprised of buff or red brick bungalows, many of which seem to have since been extended or altered. Opposite the application dwelling is a cluster of significantly renovated and extended dwellings, each with varying design feature such as yellow stone or stone cladding, and white render and wood panelling.

The dwelling along with dwelling numbers 2 to 28 Tivy Dale drive borders the Cawthorne Conservation Area which includes dwellings on the opposite side of the road. In common with dwellings numbers 6 to 28, the application dwelling borders Green Belt land which is part of the Cannon Hall Museum estate and considered park and gardens of historic interest.



**Planning History:**

- B/91/1787/PR – Erection of ground floor and dormer extensions to dwelling – Approved 16<sup>th</sup> December 1991
- B/74/1408/PR – no Information available

## **Proposed:**

The proposal is for extensive renovation of the dormer bungalow including an extension in replacement of the existing conservatory, an extended front porch, and a wider garage, with a higher floor level but created within the existing building's footprint. In relation to windows and doors, works include additional windows, loss of windows and alterations to the size of window openings. Alterations to the principal roof includes the removal of dormers with rooflights in their replacement, and solar panels on the rear side elevation. Landscaping works include the removal of a semi-mature tree within the front garden, changes in the landscaping and parking within the front garden, and a new front boundary wall, with the loss of a small section of existing wall to widen the driveway. A pond is also proposed on the existing rear (raised) terraced area. Interior alterations are proposed but are subject to separate building control regulations.

## Doors & Windows:

- Three front elevation roof dormers to be removed and replaced with rooflights.
- The side windows of the front porch would be removed and replaced by rooflights within the proposed replacement porch
- Existing front elevation bedroom window to be reducing in width from 1.92m to 1.24m.
- Existing WC (50cm) and Shower room window (1m) on the front elevation to be replaced with a single window with a width of 0.65m.
- The single entrance door within the existing porch would be replaced with a door and window array of 2m within the proposed extended porch.
- The existing kitchen window on the front elevation (1.91m width) would be replaced with a smaller 1.41m WC window.
- An existing front elevation breakfast room window of 1.22m would be lost as part of the garage extension.
- The existing living room patio doors on the rear elevation are proposed to be replaced with a small window with a width of 2.38m, to match the adjacent bedroom window.
- Patio doors on the rear side elevation of the extension (facing the terrace) would be replaced with Bi-fold doors.
- The existing external door of the conservatory would not be replicated in the proposed extension, and the extension would feature less glazing.

## Measurements:

All existing roof and eaves height of the principal roof have been measured on the existing plans and remain unaltered on the proposed plans.

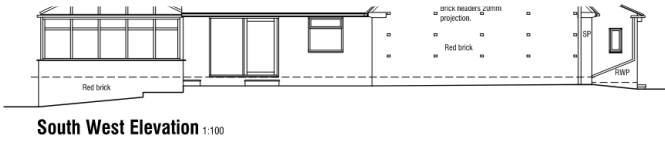
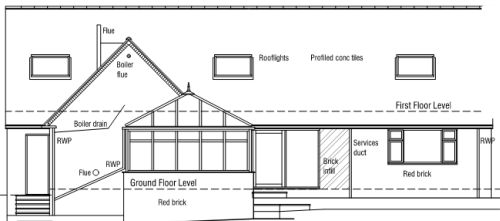
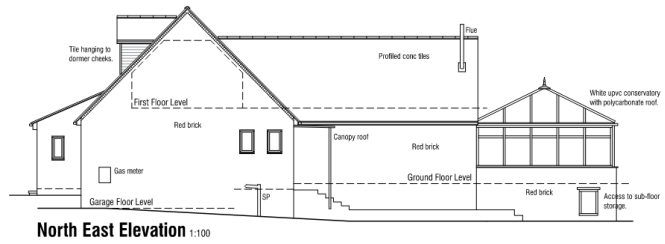
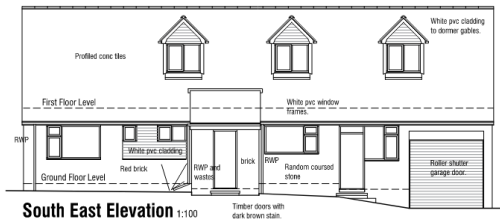
Front elevation Porch Extension (existing):

- **Projection: 1.76m** (1.56m)
- **Width: 3.38m** (2.39m)
- **Maximum Eaves Height: 2.18m** (2.55m)
- **Maximum roof height: 4.36m** (3.7m)

Rear elevation Extension (existing conservatory):

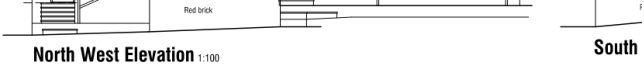
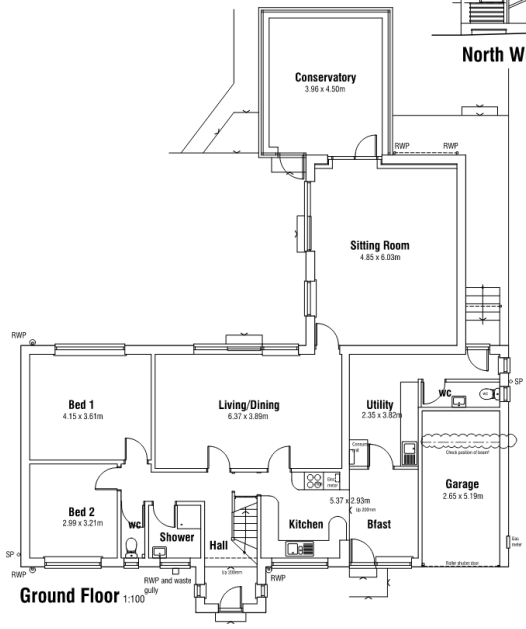
- **Projection (Maximum): 3.76m(5.11m)**
- **Width: 5.29m (4.57m)**
- **Maximum Eaves Height: 3.36m (3.33m)**
- **Maximum roof height: 6.37m (4.46m)**

Existing and Proposed Floor Plans and Elevations



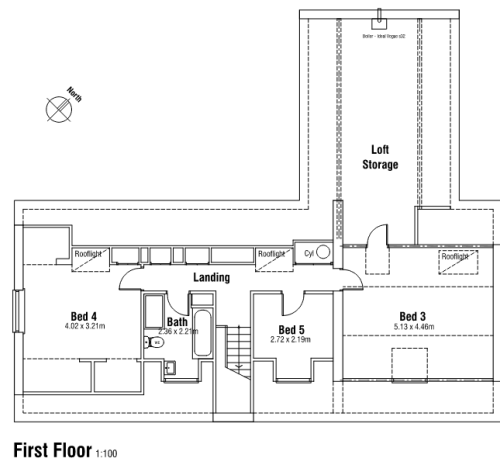
North West Elevation 1:100

South West Elevation 1:100

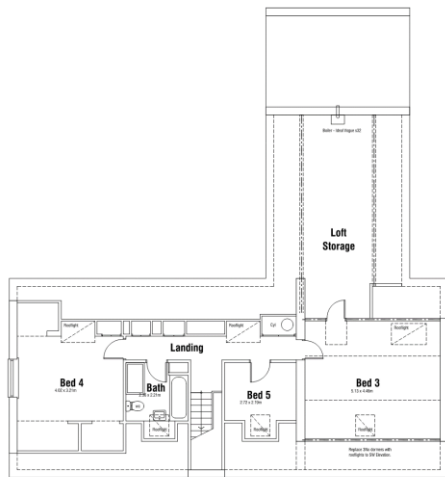


North West Elevation 1:100

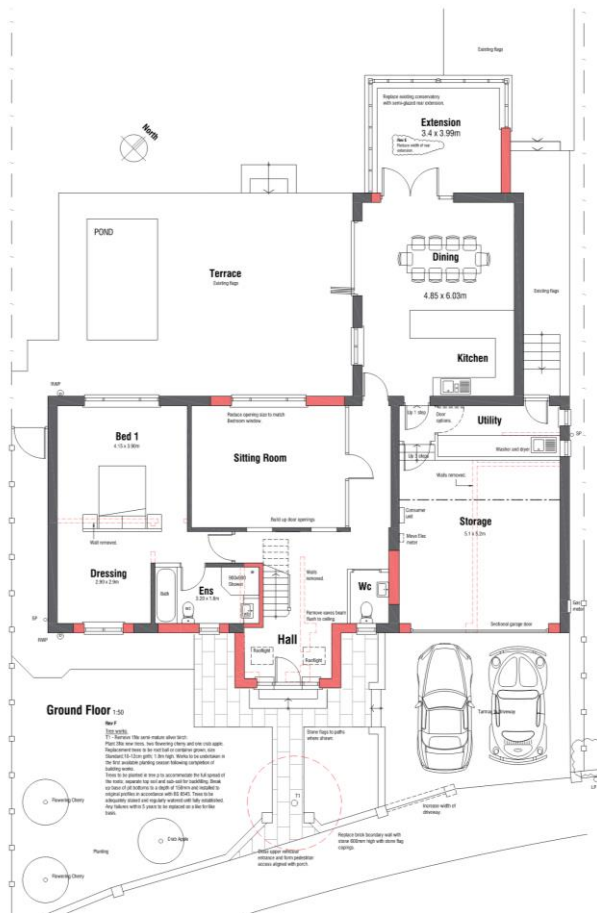
South



First Floor 1:100



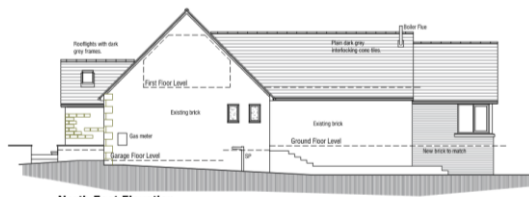
First Floor 1:100



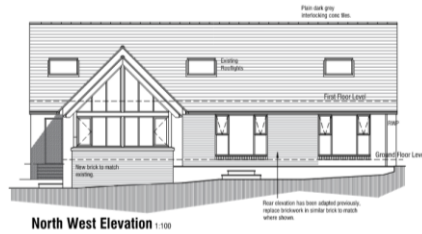
Ground Floor 1:100



South East Elevation 1:100



North East Elevation 1:100



North West Elevation 1:100



South West Elevation 1:100

**Local Plan Designation:** Urban Fabric

**Conservation Area:** No

**Neighbour Representations:** Letters were sent to nearby addresses; No comments were received.

### **Consultees:**

- Forestry Officer: A tree survey was initially provided with proposals, as a semi mature silver Birch tree was proposed to be removed, with three replacement trees to be planted. Following a request from the Forestry Officer, full details of the proposed trees to be planted was submitted and subsequently approved by the Forestry Officer.
- Highways DC: Highways initially raised a concern to the proposal on highway safety grounds. On a follow up to this objection, it was clarified it wasn't a strong objection but Highways feel the proposal should have the standard forecourt parking length outside of a garage of 5.5m for garages with roller doors or 6m for garages with up-and-over garage doors. Alternatively, the proposed garage should have a minimal internal dimension of 3m x 6m for a single garage or 6m x 6m for a double garage. Without a reduction in the original dwelling's size, a 5.5m forecourt in front of the garage would not be possible. Equally the garage is to be widened but further internal extension would not be practical and an external width or projection extension not possible.

### **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 -

131. 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:

**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.

**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.

**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  
Parking

## Other

### South Yorkshire Residential Design Guide

#### Assessment

##### Principle of development

The site is located within land designated as Urban Fabric. Extensions and alterations 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

Whilst the proposals aim to transform the dwelling, as have previous renovations to other dwellings on the street, the proposals would not have a detrimental impact upon the neighbouring dwellings or other dwellings within the area. Replacement windows are to be of a similar or reduced size to the existing windows and no side windows are proposed. In the replacement extension to the existing rear conservatory, the amount of glazing has been significantly reduced. In addition to these measures, there are existing strong boundaries between the application dwelling and the neighbouring dwellings. One potential negative impact of the proposal may have been the increased height of the front porch extension and the rear extension. However, in assessing their impact, the porch would not have a negative impact due to its size and location in the center of the front elevation. For the proposed rear extension, there may be a minimal impact on the amenity of the adjacent neighbour at number 14, due to potential loss of light in their rear garden. Overall, due to the proposed limited size of the extension and strong boundary treatment, this potential issue would not be considered significant

##### Visual Amenity

The proposals for the dwelling would greatly alter the appearance of the dwelling but this would arguably be an improvement. The outdated and unattractive front dormer elevation would be removed and replaced with modern roof lights. The mixture of brick, stone and UPVC cladding would be replaced with an outer skin of yellow stone with sawn stone quoins and cills. The windows would be timber or aluminium framed whilst the front porch would feature sage green window frames and front door, which would complement the aluminium sage green sectional garage door. To the rear matching brick work would be used in the extension and in existing areas of unmatched brickwork, creating a more uniform rear elevation. It is unfortunate that a semi-mature tree is to be lost within the front garden, but three replacement trees, a new wall and other landscaping should enhance the visual amenity of both the front curtilage and front elevation.

##### Highway Safety

The proposed changes to parking arrangements and the subsequent concern from highways may have been the most significant factor in preventing this proposal from being granted. Whilst both the opinion of Highways and Policy T4 are duly respected, in a follow-up query to the Highways department, they have confirmed that it is not considered a strong objection. In interpretation of this statement, it would be assumed that as the proposal does not meet the exact policy standards, the concern as therefore been raised. On this specific occasion and following a full review of the application, a site visit and consideration of the potential impacts on Highways safety; I believe that there is justification, as outlined in detail below for allowance of the proposed plans without the potential to cause any significant detrimental impact on Highway Safety.

As the site currently exists, there is current provision for two vehicles to park within the curtilage, with much of the said curtilage subsequently given up for parking, but even then, it would be difficult for more than two cars to park within the curtilage. The size of the current garage and the second parking space would not fully comply with current highway standards, the internal dimensions of the garage are 2.94m x 5.27m, instead of 3m x 6m, and there is not a 5.5m forecourt in front of the garage, this is usefully demonstrated on Google Maps by a previous resident's unusually large 5.125m length 'campervan' car extending over the boundary. In contrast, whilst the proposed widened garage remains under current highways policy standards at 5.1 m x 5.2m, it would be capable of housing a single car if required, and a widened forecourt, and driveway entrance would increase the current forecourt outside of the garage to 5.88m by 4.62m, although extending to beyond 5m where the section of wall would be removed.

With one space being lost, but both the second parking space being widened and in part lengthened to accommodate two cars, and the garage additionally being widened, I would not consider the proposed parking space would have any detrimental impact on highway safety, with all but the largest cars comfortably accommodated within the extended parking provision.

Additional mitigation in relation to highway safety is that the proposed street, Tivy Dale Drive, is a minor, unclassified, road which leads off and back on to Tivy Dale Road. Whilst not exclusively, the principal users of the road would be residents, their visitors and service vehicles such as couriers or trades people. Most if not all dwellings have curtilage parking provision and as can be seen on Google Maps, and as I witnessed on a site visit, on road parking is very limited.

The proposed garage door is a sectional door, which for all intense and purpose is akin to a roller shutter garage door, with the door folding up internally into the garage roof, and importantly not requiring additional space outside of the garage. Due to the reduced size of the forecourt in front of the garage and to respect Policy T4, a condition will be added to ensure the garage door is a sectional or roller shutter door, which would require the garage to open and store internally within the garage.

## **Summary**

Except for the concern from highways, and the potential insignificant impact on the residential amenity of a neighbouring dwelling, the proposal appears to improve upon the existing character of the dwelling whilst providing a more sustainable dwelling for the new owners of the bungalow. If there had been a realistic opportunity to increase the available forecourt space outside of the garage it would have been requested but without significant and potentially unpleasant disturbance to the overall character of the dwelling and its curtilage, I believe there is adequate parking provision on site and the proposal would not have a detrimental impact on highway safety but would have an otherwise positive increase to the visual amenity of the street scene.

**Recommendation:** Approve with conditions