
2023/1037

Applicant: Ms A Cain

Address: 20 Birks Lane, Millhouse Green, Barnsley S36 9NB

Description: Removal of rear conservatory, erection of rear and side extension, and erection of front porch to single storey dwelling.

Site & Location Description:

The dwelling is situated on the Birks Lane, a road leading south from the A628 Manchester Road in the centre of the village of Millhouse Green, into the agricultural land surrounding the village. The estate surrounding Birks Lane is a circa 1960's or 1970's extension to the village.

The application dwelling is an extended, detached bungalow constructed of buff coloured brick, accents of stone cladding and a western side elevation, which, like selected other dwellings in the area has been rendered. The roof is of a cross gable style, tile in grey/brown coloured roof tiles. The dwelling appears to include an original porch area, integrated into the design of the bungalow and a small side extension on the Eastern elevation was added in 2005. Current windows and facias are white UPVC style. The Bungalow's curtilage is of a reasonable size, with modest sized front and rear gardens, a larger eastern side garden. There is a driveway and detached garage in, and to the rear of the western side garden. A small outbuilding is also located within the rear garden.



LOCATION PLAN
SCALE 1:1250

Planning History:

- B/05/0125/PU - Erection of side single storey extension to dwelling for disabled person - Approved with conditions 2nd March 2005

Proposed:

The proposal is for a large wraparound style extension on the western side elevation, continuing around onto the rear elevation and replacing the small rear utility room. The proposal would include

a pitched roof extension on the front elevation but lowering to a flat roof on the rear extension. New bifold doors, a roof light and new side window, facing east is proposed in the rear extension. The back door of the existing utility room would be relocated at the rear of the side extension. A new front porch is also proposed on the front elevation, extending out from the original internal porch, and relocating the entrance door to open towards the western elevation instead of its original position, opening towards the eastern elevation. A proposal is also made to render the whole dwelling in an 'off white' coloured render along with some black cladding. The existing garage has been proposed to be kept but would lose vehicular access. To accommodate highways requirements, provision would be made for the parking of two vehicles in the front garden, completed to advised Highways DC size and material standards.

Measurements:

All existing roof and eaves heights have been measured on the existing plans and remain unaltered on the proposed plans, although there will be some minor modification to the existing roof to incorporate the new roofs of the proposed extensions.

Proposed Side/Rear & Porch:

Side Aspect:

- **Side Projection: 2.82m**
- **Length: 9.03m (total) / Including 2m beyond original rear wall (excluding utility room)**
- **Eaves Height: 2.91m** (original bungalow: 2.94m)
- **Maximum roof height: 5.32m** (original house: 5.32m)

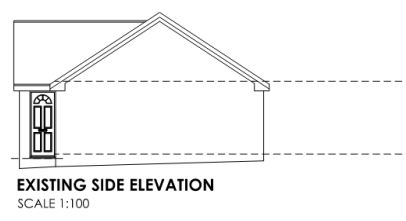
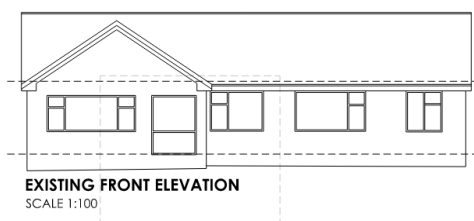
Rear Aspect:

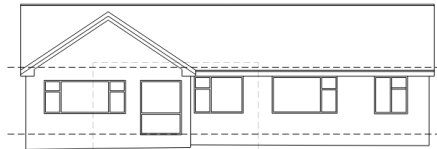
- **Projection: 4m (maximum from original rear elevation)**
- **Width: 10.5m (Maximum)**
- **Eaves Height: 2.92m** (original bungalow: 2.58m)
- **Maximum roof height: 3.03m** (original house: 5.02m)

Front Porch

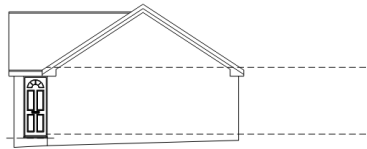
- **Projection: 2.1m**
- **Width: 2.15m**
- **Eaves Height: 2.92m**
- **Maximum roof height: 3.69m (Inline with slope of existing roof)**

Existing and Proposed Floor Plans and Elevations





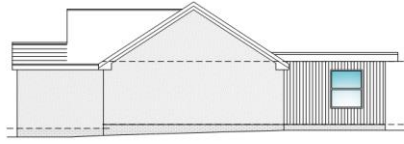
EXISTING FRONT ELEVATION
SCALE 1:100



EXISTING SIDE ELEVATION
SCALE 1:100



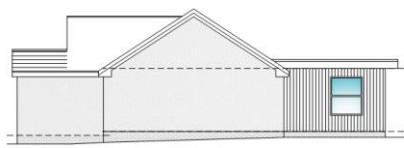
PROPOSED FRONT ELEVATION
SCALE 1:100



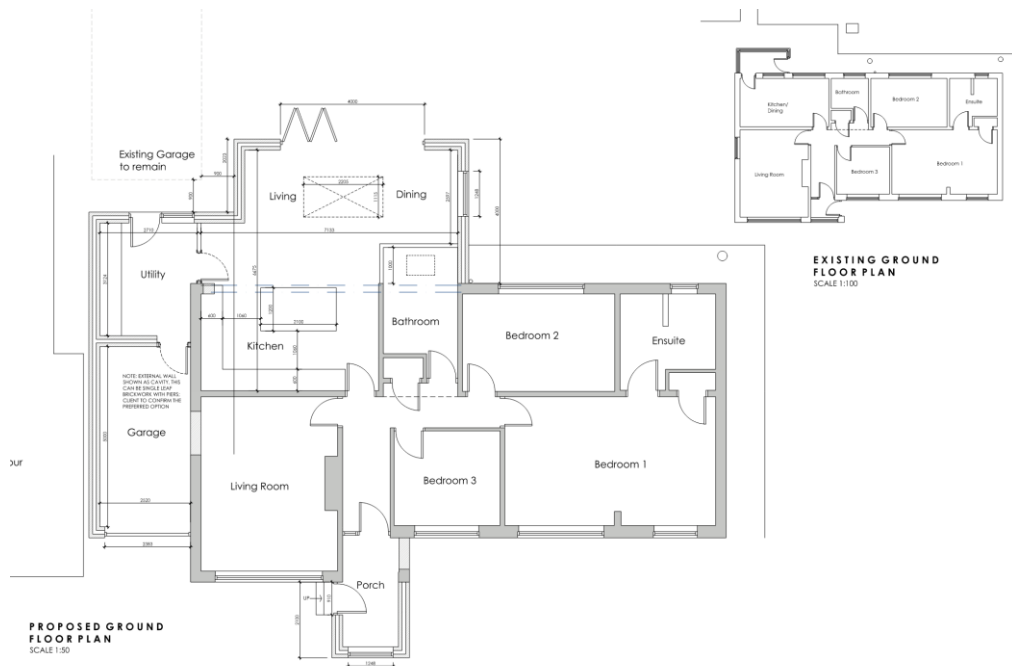
PROPOSED SIDE ELEVATION
SCALE 1:100



PROPOSED FRONT ELEVATION
SCALE 1:100



PROPOSED SIDE ELEVATION
SCALE 1:100



Local Plan Designation: Urban Fabric

Conservation Area: No

Neighbour Representations:

Letters were sent to nearby addresses; One comment but no objections were received.

The neighbour representation received indicated concern over the location of the proposal and retention of the existing garage but specifically stated it was not an objection to the proposal.

Following a description change and slight amendments to the plans, secondary letters were sent to nearby addresses. No comments or objections were received from the secondary consultation letters.

Consultees:

Highways DC: After initial concerns over lack of parking provision, amended plans were submitted and approved with conditions to be added to any planning consent granted.

Parish Council: No comments or objections received.

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

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

The proposal is undoubtedly large, adding approximately 50 sqm to the approximate 116m footprint of the existing, extended dwelling, which is extended from an original footprint of approximately 92

sqm. Of this new footprint, 16.5m of will be utilised as a garage space, although the internal space dimensions mean it is too small to be officially considered as parking provision. Because of the overall considerate design of the extension, the proposed size does not significantly diminish the character of the dwelling or become obtrusive within the area. The neighbouring dwelling has also been considerably extended, which supports the size proposal of this dwelling.

The proposed extension is in close proximity of the side extension of the neighbouring dwelling's extension at No.22, something which has been raised in a neighbour representation. However, other than limiting maintenance access for both dwellings to their respective extensions, the actual location adjacent to the blank elevation of the neighbouring dwelling eliminates potential concern over overshadowing and overlooking. Furthermore, the existing side window on the western elevation would be removed. Existing access to the side of the neighbour's extension would also be extremely limited without access from within the applicant's land.

The rear extension would also not cause an issue concerning overshadowing or overlooking of the adjacent neighbour's dwelling at No.22 due to the retention of the existing garage, which provides a physical barrier between the two dwellings. With no neighbours directly behind the application dwelling from the longest (4m) point of the proposed extension's projection, it would be over 19m diagonally to the closest rear-side neighbour and over 9 m to the adjacent side neighbour at No.18. Due to the irregular garden shape, the distance from the rear of the proposed extension to the rear boundary varies between 7.6m and 13.4m. A side, rear side window is proposed within the extensions dining room, but this would not directly overlook neighbouring dwellings or the rear gardens of neighbouring dwellings.

Visual Amenity

The existing extension has integrated very well into the existing dwelling, becoming almost invisible. Structurally, the proposed extensions should integrate well with the existing aspects of the bungalow and would be a similar scale to the neighbouring dwelling when viewed from the front. The rear extension replaces a small out of character extension on the rear, but with its proposed flat roof does not enhance the character of the dwelling. However, as the rear extension would be largely unseen from street scene, with just the eastern elevation being most visible, overall, the proposal would not harm the character of the dwelling or the street scene.

Not entirely in keeping with the character of the dwelling or broader street scene is the proposal to render the whole dwelling in an off-white render with accents of black cladding. The dwelling, as some dwellings within the area, features a single side elevation which is rendered but the closest adjacent neighbour's bungalow is entirely rendered in a shade of white. As such the proposal would match that of its closest neighbour. Further strengthening this recommendation, and possibly restricting both dwellings from acting as a catalyst for further such applications is that both dwellings together may be considered as a 'separated plot' within the broader street scene. Birks Avenue separates No.22 from other dwellings on Birks Lane and an electricity substation provides a break between dwellings on Birks Lane and Birks Avenue. The separation of the application dwelling and No.18 is more tenuous but there is a distinct separation between the two dwellings as the road

curves around. From No.18 onwards, there is a row of 9 detached or semi-detached dwellings leading up to Manchester Road, all of which feature less separation between than No.20 and No.18.

In relation to the cladding, this appears to be more of a design feature than a structural aspect of the proposal. The black contemporary design breaks up the monotony of an entire house rendered in white. An example of the style of cladding proposed on white render was provided by the agent. When considered within the limitation of these two dwellings, the proposed cladding would not cause significant harm to the character of either dwelling nor the broader street scene. In consideration of potential harm, the amount of cladding proposed was requested to be reduced and was reflected in the latest plans, which were subject to neighbour consultation. No objections were raised and it is considered that the cladding is limited to an acceptable amount to not be considered over dominant or obtrusive in the street scene.

Highway Safety

Whilst there are changes to parking arrangements caused by the development, the amended plans indicating two parking spaces within the curtilage of the dwelling which has been accepted (subject to planning conditions if planning consent is granted) by Highways DC. As such there is no impact upon highway safety.

Summary

With no overall impact in relation to the residential amenity, highway safety or structural harm to the visual amenity of the area, the proposal is considered acceptable.

Recommendation: Approve with conditions