
2024/0792

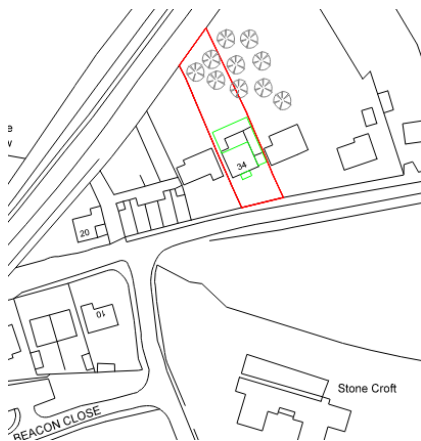
Applicant: Mr Robinson

Address: 34 Hall Royd Lane, Silkstone Common, Barnsley, S72 8LT

Description: Removal of existing single storey front conservatory, side carport and rear extension, and erection of new single storey extensions to front, rear and side, and side and rear facing dormers to roof of detached dwelling.

Site & Location Description:

Located on the edge of the village of Silkstone Common, the detached dormer bungalow is of an unusual design but equally the broader street scene comprises of various styles of dwellings, many of which are unique in design. Constructed of red brick and featuring a grey tiled hipped roof, with side dormer window, an attached carport, and unusually, a brick and glazed conservatory on the front elevation. As far as can be determined from a 1960 OS map, with the dwelling not shown on a 1948 map, the footprint of the dwelling excluding the conservatory, appear to be the original design. It is unclear if the first-floor bedroom and dormer are original or a later addition. The rear of the garden is overlapped by an area of protected trees and the Green Belt boundary, although no works are proposed within either area.



Planning History:

- 2006/0486 - Erection of front conservatory extension to dwelling - Approved with Conditions 26 May 2006 (Permitted development rights not removed from the dwelling).

Proposed:

The proposal is for the removal of the front conservatory and replacement with a centralised and smaller front porch style extension. The existing Car port is proposed to be converted and extended, at both the front and rear, and would be incorporated into redeveloped dwelling. The rear extension will be a side and rear extension, in filling a void on the left side elevation of the dwelling, across the rear elevation and merging with the former car port extension. Although the maximum rear projection is 5.37m, only 3.25m is beyond the furthest point of the original rear elevation.

Additionally, in the final revision of the plan, the projection of the extension has been reduced by 2m. Both the original and currently proposed rear extension do not extend onto Green Belt land at the rear of the garden. The existing first-story bedroom is also proposed to be extended to include an ensuite bathroom and a rear dormer with large windows opening internally. Materials including tiles for the dormers are proposed to match those used in the original dwelling.

Approximate Measurements:

There are substantial alterations and additions to the roof, but the original height of the roof remains reasonably constant in actual height but with lower ground level towards the rear of the dwelling, both the original and extended roof will have a higher ground-ridge height than the original roof, which is also why the new roof on the car port is actually lower than the original roof measured from the same lower ground point 5.6 m for the new roof, where the original roof is 5.7m from the new lower ground point.

Front Porch Extension (original conservatory)

- **Front Projection: 1.8m** (2.92m)
- **Porch Width: 3.24m** (4.06m)
- **Porch Eaves Height: 2.45m** (2.35m)
- **Porch Height: 3.5m** (2.93m)

Car Port Conversion/Extension (Original)

- **Total Length 13.8m** (8.91m)
- **Additional Rear Projection: 3.25m**
- **Additional Front Projection: 3.64m**
- **Side Projection: 2.97m** (2.97m)
- **Extension Eaves Height (Pitched Section): 2.45m – 2.64m**
- **Extension Roof Height (Pitched Section):: 5.6m** (2.7m) / **(Flat): 2.8m**
- **Setback From Front Elevation: 0.3m**

Side Extension

- **Side Projection: 3.85m**
- **Rear Projection: 5.37m**
- **Projection Beyond Rear Elevation: 3.25m**
- **Extension Eaves Height: (Pitched/Dormer Section): 2.67m**
- **Extension Roof Height (Pitched/Dormer Section): 5.74m / (Flat) 2.8m**

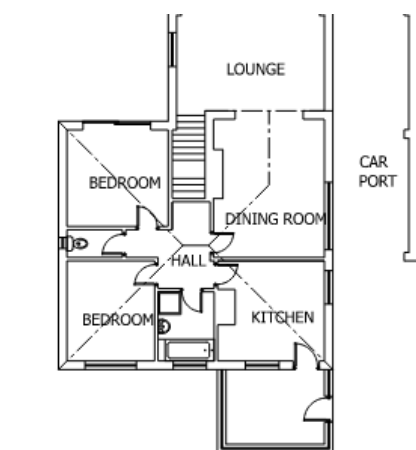
Combined Rear, Left Side and Rear Carport Extension

- **Total Rear Projection: 5.37m**
- **Projection Beyond Rear Elevation: 3.25m**
- **Total Width: 12.6m**
- **Max Extension Eaves Height: 2.67m**
- **Max Extension Roof Height: 5.74m**

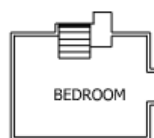
Dormers

- **Side Dormer - 16.85 Cubic Meters**
- **Rear Dormer – 14.99 Cubic Meters**

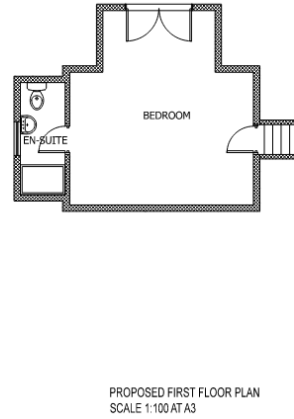
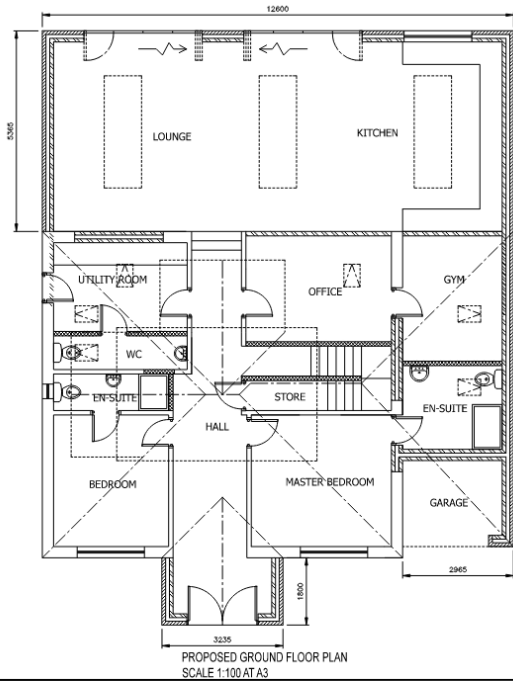
Existing and Proposed Floor Plans and Elevations



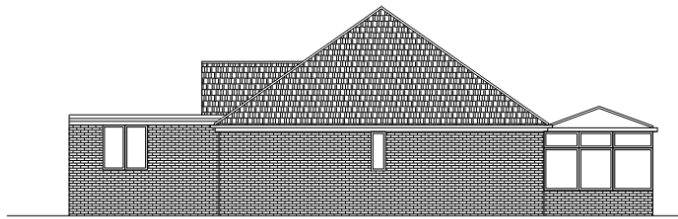
EXISTING GROUND FLOOR PLAN
SCALE 1:200 AT A3



EXISTING FIRST FLOOR PLAN
SCALE 1:200 AT A3



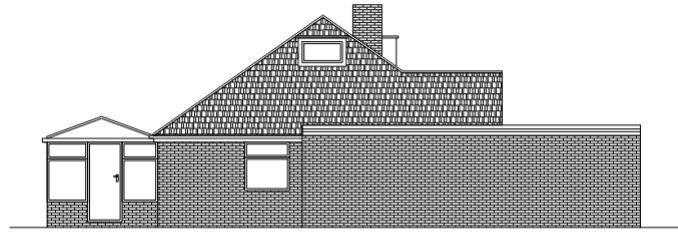
EXISTING FRONT ELEVATION
SCALE 1:100 AT A3



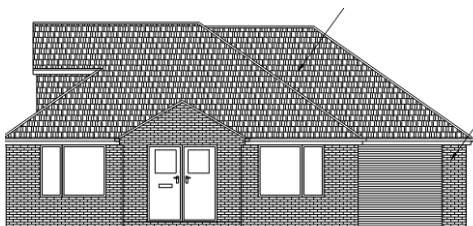
EXISTING END ELEVATION
SCALE 1:100 AT A3



EXISTING REAR ELEVATION
SCALE 1:100 AT A3

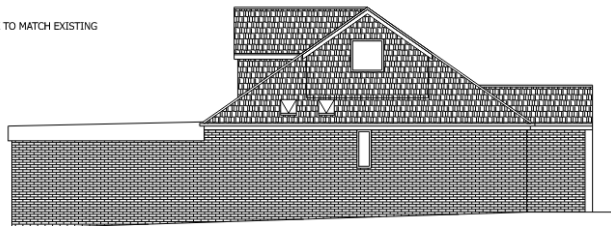


EXISTING END ELEVATION
SCALE 1:100 AT A3



PROPOSED FRONT ELEVATION
SCALE 1:100 AT A3

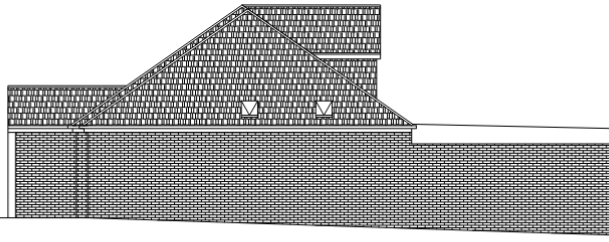
BRICK TO MATCH EXISTING



PROPOSED END ELEVATION
SCALE 1:100 AT A3



PROPOSED REAR ELEVATION
SCALE 1:100 AT A3



PROPOSED END ELEVATION
SCALE 1:100 AT A3

Local Plan Designation: Urban Fabric & Green Belt (Small section of rear Garden in Green Belt)

Conservation Area: No

Neighbour Representations:

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

Consultees:

Forestry Officer: The Forestry Officer has not raised a formal objection but was concerned about potential future impacts on the proposal, caused by the group of protected trees at the rear of the dwelling's garden, and within the neighbouring land. Mitigation has been undertaken with a reduced projection for the rear extension and revised tree survey and Arboricultural Impact assessments being provided by the applicants. However, the Forestry Officer has advised caution in relation to the development, due to potential growth of the trees, and their impact upon the extended dwelling, particularly the rear extension, these impacts may include overshadowing by the trees, over hanging branches and falling debris from the trees. Because these issues are known prior to determination of the application, the applicant and their representative have been made aware that future works to the protected trees may be limited to essential maintenance only. Any work to or the removal of any tree or group of trees covered by tree protection order (TPO) requires a formal application to the local authority to be made, and in this instance the cautionary advice from the Forestry Officer would be held on file and considered in any such future applications.

Silkstone 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 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.

Section 13. Protecting Green Belt land

The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

Within section 13, from 'Proposals affecting the Green Belt' wording from paragraphs 153 and 154 are the most relevant which indicate: -

When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt, including harm to its openness. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

Development in the Green Belt is inappropriate unless one of the following exceptions applies:

c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building; Other than in the case of development on previously developed land or grey belt land, where development is not inappropriate.

Local Plan

In reference to this application, the following Local Plan policies are relevant:

GB1 - Protection of Green Belt: The general extent of the Green Belt is set out on the Key Diagram. The detailed boundaries are defined on the Policies Map. Green Belt will be protected from inappropriate development in accordance with national planning policy.

GB2 - Replacement, extension, and alteration of existing buildings in the Green Belt:

Provided it will not have a harmful impact on the appearance, or character and will preserve the openness of the Green Belt, we will allow the following development in the Green Belt:

Replacement buildings where the new building is in the same use and is not materially larger than that which it replaces.

Extension or alteration of a building where the total size of the proposed and previous extensions does not exceed the size of the original building.

Dividing an existing house to form smaller units of accommodation.

All such development will be expected to:

Be of a high standard of design and respect the character of the existing building and its surroundings, in its footprint, scale and massing, elevation design and materials; and

Have no adverse effect on the amenity of local residents, the visual amenity of the area, or highway safety.

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.

BIO1 - Biodiversity and Geodiversity: Development will be expected to conserve and enhance the biodiversity and geological features of the borough

Supplementary Planning Documents (SPD)

House Extensions and Other Domestic Extensions

Principle of development

The site is predominantly located within land designated as Urban Fabric but with the Green Belt boundary overlapping into a section of the rear garden. Within Urban Fabric, extensions to residential properties are in general considered acceptable where they do not have a detrimental impact on the amenity of surrounding residents, visual amenity or on highway safety. For residential dwellings within the Green Belt, additional specific local and national policies provide further restrictions to the maximum size of an extended dwelling, consideration of its appropriateness, and impact on the openness of the Green Belt.

Residential Amenity

The front porch extension would have no impact on the amenity of neighbouring dwellings. The carport conversion and extension may have a modest impact on the neighbouring dwelling of No.34A due to an increase in the height of the roof, and the extension to the existing length of the car port elevation wall.

Additionally, windows on the side elevation and the existing side dormer window would be lost and the replacement elevation would be a completely blank brick elevation except for two small roof lights. In mitigation, the lack of windows is almost certainly due to privacy concerns which would occur through the short distance between the side elevations of the respective dwellings, so lack of windows eradicates this concern for both dwellings.

In respect to sunlight, the extension is to the west of the neighbouring dwelling, the only effect upon sunlight would be a marginal impact in late summer evenings, but even this would only affect the blank side elevation and pathway alongside, rather than any windows or usable garden area of No.34A. For the adjacent neighbour of No.32, the side and rear extension may have a more noticeable impact on their amenity but again can be partially mitigated by an increase in privacy, with their garden less visible from the application dwelling, and equally the application dwellings garden less visible from their dwelling.

Light levels may be partly affected but sunlight would only be marginally affected in the early morning. For the side and rear extension, the most significant mitigation is that subject to certain restrictions, an extension, or extensions with a projection of up to 4m beyond the rear elevation of the original rear elevation may be constructed through permitted development. For example, if not

connected, the ground floor side extension proposed and a 4m rear extension could be constructed without planning consent, just not together as a wraparound extension. Therefore, it may not be prudent to consider refusal of the proposed extension, which should not have a significant impact on amenity when an equally as large or larger unconnected extensions may be constructed instead.

Regarding the side dormer extension, although not visually the most attractive, it would pose no harm to the amity of No.32 as it looks directly over the roof plane and roofs beyond, so privacy is unaffected. The proposed rear dormer only directly overlooks the applicants garden and open land beyond, so would pose no harm to residential amity of neighbouring dwellings or of the area.

Visual Amenity

The proposals would have a mixed effect on the character of the dwelling, with the principal front elevation of the dwelling being predominantly improved by the removal of a conservatory extension replacement with a smaller new front porch extension, in the centre of the front elevation and featuring a new, but unusual double front door entrance way.

However, despite the double front door, the front elevation would look more traditional in comparison to a conservatory. The car port will have also been upgraded, partially into a garage, which whilst it would not be suitable for a car, does provide an improved principal front elevation, compared to an open car port with a flat roof. The former car-port extension has been set back 0.3m from the front extension and the roof is set slightly lower, to show some subordination to the original dwelling.

The one downside of the front elevation, but a feature found on dwellings nearby is the side dormer being visible. Furthermore, hip to gable extensions are allowed under permitted development which would have a greater impact visually.

Regarding the remaining elevations, as is the situation currently, the visual aspect of the proposal remains unique, and whilst the car port and a dormer window have been lost, they have been replaced with new dormers with the side dormer again being the least visually appealing. In a similar manner to the front elevation, the rear elevation, which would be visible from the Green Belt beyond, is one of the better elevations and would not have a negative impact on the openness of the Green Belt or be inappropriate development with similar sized and larger dwellings, also with dormers, nearby.

The large, protected trees at the rear of the garden also assist in shielding the view of the dwelling from the Green Belt. The Side elevation facing No.34A, excluding two small roof lights, as is the side elevation of No.34A is a blank brick elevation, this is similar to the original elevation although two windows and a dormer window have been removed. Whilst not an overly visually appealing, with the close proximity of the dwellings and as detailed in the residential amenity section, the need for privacy sometimes overrides good design. A similar situation is present on the opposite elevation adjacent to No.32, although an existing window remains in the ensuite bathroom, and the side dormer window overlooks the roof plane of the No.32.

Green Belt

On this occasion, whilst a small area towards the end of the rear garden is overlapped by the Green Belt boundary, the extent of the original dwelling and the proposed works are at a significant distance from the area of Green Belt and are wholly within land designated as Urban Fabric. Furthermore, as detailed in the Visual amenity section the prominent rear elevation which would be most visible from the Green Belt would be not considered inappropriate, would cause no harm to the openness of the Green Belt and would largely be shielded or at least diffused by the large, protected trees at the rear and side of the garden and beyond the curtilage of the dwelling.

Highway Safety

Although the car port is lost, the front conservatory has been removed for additional parking space, if required, and there are no other proposed changes to access or parking arrangements, which consequently means there is no impact upon Highway Safety.

Recommendation: Approve with conditions