

---

**2024/0682**

**Applicant:** Mr James Atha

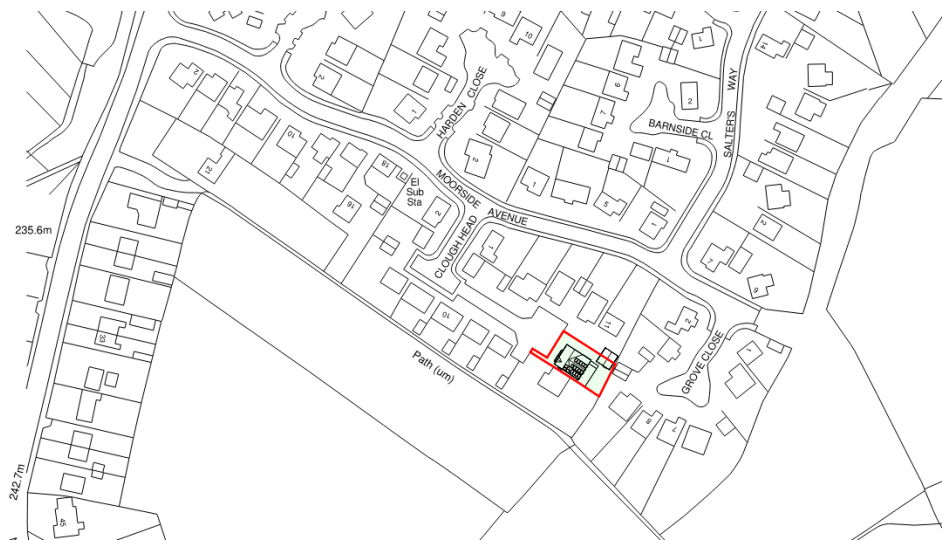
**Address:** 18 Clough Head, Penistone, Sheffield, S36 6UA

**Description:** Removal of rear outbuilding and fence, and replacement of detached garage with new garage forming side and rear single storey extension, to 2 storey detached dwelling

---

**Site & Location Description:**

Located at the edge of Penistone, close to Cubley, the dwelling is located in a small cull-de-sac style street in a relatively modern housing estate. The dwelling is a red brick detached house but features a semi-detached garage, shared with the adjacent neighbour, whose dwelling is at a 90-degree angle to that the application dwelling.



**Planning History:** 2021/1186 – Erection of first floor rear extension to dwelling – Approved with conditions 19<sup>th</sup> November 2021

**Proposed:**

The proposal is for the removal of an existing outbuilding and the replacement of the existing garage with a new garage and single storey side and rear extension. Additionally, a structure described as a dog kennel is proposed attached to the side of the proposed rear extension.

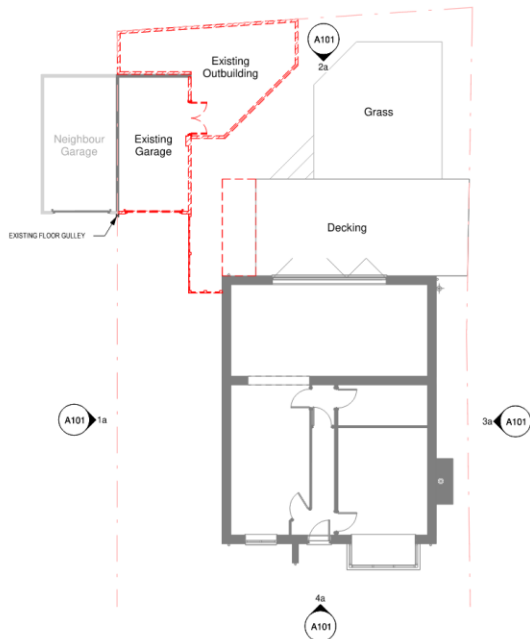
Approximate Measurements:

All existing roof and eaves heights have been checked on the existing plans and remain unaltered on the proposed plans.

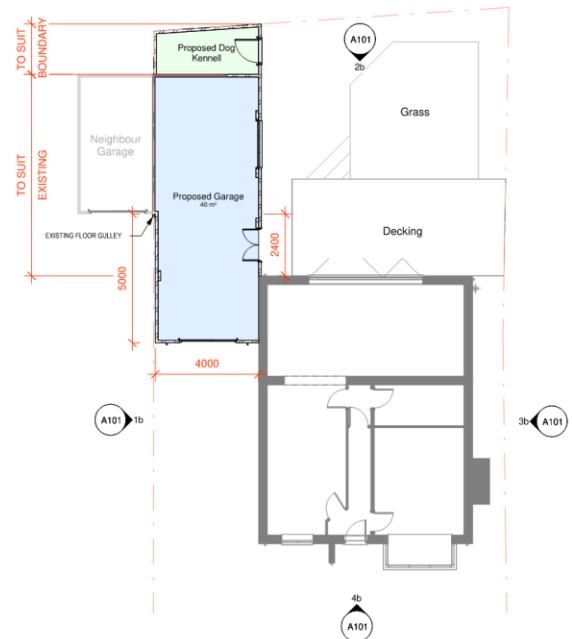
Side Extension/Garage/Kenel (original garage)

- **Side Projection: 4m** (garage width 2.85m)
- **Total Length: 12.38m** (garage 4.3m)
- **Maximum Eaves Height: 2.45m** (2.45m)
- **Maximum Roof height: 14.12m** (14.12m)

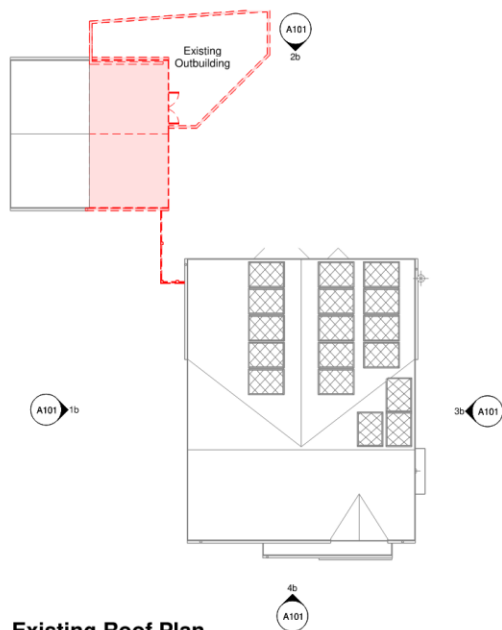
## Existing and Proposed Floor Plans and Elevations



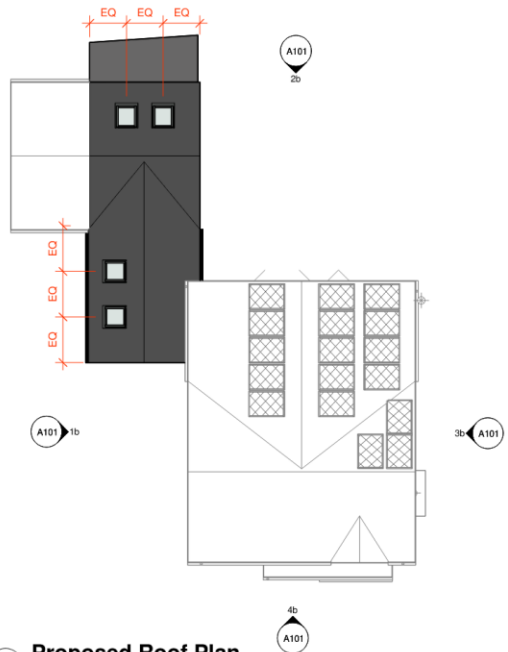
**1a Existing Ground Floor Plan**  
1 : 100



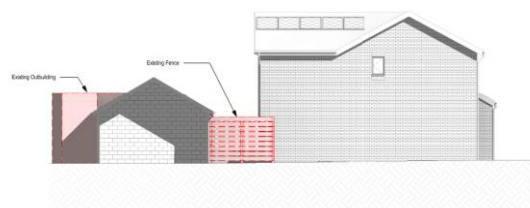
**1b Proposed Ground Floor Plan**  
1 : 100



**2a Existing Roof Plan**  
1 : 100



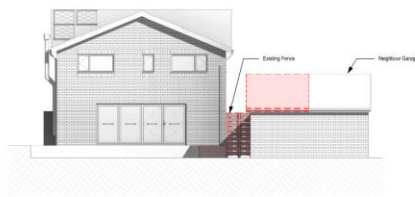
**2b Proposed Roof Plan**  
1 : 100



**1a Existing North East Elevation**  
1 : 100



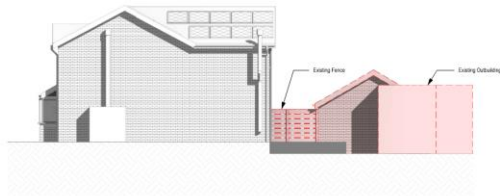
**1b Proposed North East Elevation**  
1 : 100



**2a Existing South East Elevation**  
1 : 100



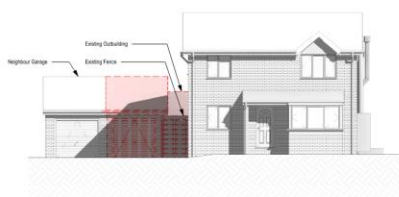
**2b Proposed South East Elevation**  
1 : 100



**3a Existing South West Elevation**  
1 : 100



**3b Proposed South West Elevation**  
1 : 100



**4a Existing North West Elevation**  
1 : 100



**4b Proposed North 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:

**Highways:** Highways had no objection as the garage provides 11m of parking provision, suitable for two vehicles

**Penistone 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 unusual in its design, as it includes a side and rear extension incorporating or replacing the homeowner's section of a semi-detached garage. With such close proximity to the neighbouring dwelling's land and the currently invisible boundary between them; there would undoubtedly be some impact upon the residential amenity of the current or future neighbours. Having assessed the level of the impact, it would not be significant and would also be potentially less impactful than a similar development which may be constructed through permitted development rights.

The development within the rear garden would have no more impact than the existing outbuilding, as both the proposed kennel at the rear of the garage, and the garage extension within the rear garden would have a smaller footprint than the existing outbuilding. The potential impact would arise from the proposed extension to the front of the garage which is also attached to the side of the dwelling. Planning consent is required as the size of the overall structure extends more than 4m beyond the rear elevation of the dwelling. However, a side extension of up to 4m high, with an eave's height of up to 3m, and not attached to the existing garage could be constructed for the full length of the side elevation of the dwelling, without planning consent, subject to a maximum of 50% of the original curtilage (excluding the dwelling) not being covered by structures. As such whilst there would be a minor impact on the residential amenity of the neighbouring dwelling, predominantly a slight loss of outlook and potential tighter parking provision, which could equally be caused by a boundary treatment being installed, overall, the impact is less than what could be achieved through a permitted development scheme and is not considered significant enough to warrant refusal of the application.

##### Visual Amenity

In a similar manner to the residential amenity aspect of the proposal, whilst the proposal may not be ideal in relation to the impact on visual amenity, on balance the proposal would be more likely

acceptable than a similar structure completed under permitted development rights. The proposal replaces an outbuilding in the rear garden, an open wood store on the side elevation of the dwelling and extends the original garage into one suitable for two vehicles. With similar materials and roof design proposed, aspects of the existing character of the dwelling would be maintained. Due to the location and positioning of the dwellings on the cull-de-sac, whilst the neighboring dwelling with the remaining semi-detached garage would have a view of a blank wall, similar to what could be expected if a boundary treatment was erected, there would be no windows overlooking their address. Elsewhere on the street scene, the garage would be noticed by some neighbouring dwellings, but would not be significantly detrimental, nor due to the nature of a cull-de-sac, would it be prominently visible to the public.

#### Highway Safety

As confirmed by Highways DC, there are no proposed negative changes to access or parking arrangements, which consequently means there is no impact upon Highway Safety.

**Recommendation:** Approve with conditions