
2024/0145

Applicant: Mrs N Crossland

Address: 47 Fir Tree, Thurgoland, Sheffield, S35 7BE

Description: Removal of detached garage and rear conservatory, erection of 2 storey side extension and wrap around single storey rear extension with lean-to roof.

Neighbour Objections and Concern from Parish Council

Site & Location Description:

Located on amid twentieth century housing estate in the village of Thurgoland, the dwelling is red brick semi-detached house featuring a tiled, hipped roof. There is currently a conservatory on the rear elevation of the dwelling and a detached garage at the side of the dwelling, at the end of a downward sloping driveway. Although not strictly a corner plot, the position of the dwelling within the street allows for similar characteristics to a corner dwelling, especially its side elevation which is prominent with the street scene. A limited number of dwellings within the street scene feature rendered or partially rendered elevations but these appear out of character with the vast amount of red original red brick dwellings along the street scene and within the broader estate.



Planning History: None

Proposed:

The proposal is for the removal of the detached garage and rear conservatory; to be replaced with a new two-storey side extension which drops down to a ground floor, single story extension on the rear elevation. Additional works include the removal of the current rear door, to be replaced with new glazed patio style doors, and existing white UPVC windows are to be replaced with grey UPVC windows, to match the proposed new windows featured within the extension. Originally white render was also proposed to the dwelling but this has now been removed from the proposal.

Approximate Measurements:

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

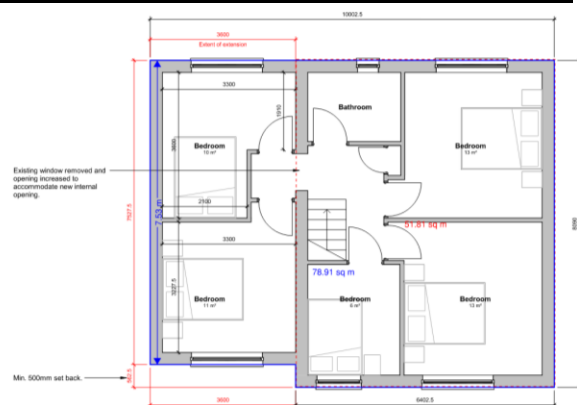
Side Extension

- **Side Projection: 3.6m**
- **Total Length Ground Floor/First Floor: 10.53m / 7.53m**
- **Ground Floor Projection Beyond Original Rear Elevation: 2.25m**
- **Maximum Eaves Height: 4.8m** (original house: 4.8m)
- **Maximum roof height: 6.7m** (original house: 7.20m)

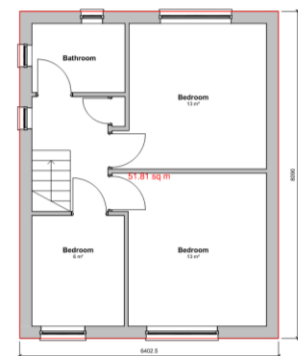
Rear Extension (Original Conservatory)

- **Rear Projection: 2.25m (3.49m)**
- **Width: 10m (3.10m)**
- **Maximum Eaves Height: 2.94m (2.95m)**
- **Maximum roof height: 2.39m (2.42m)**

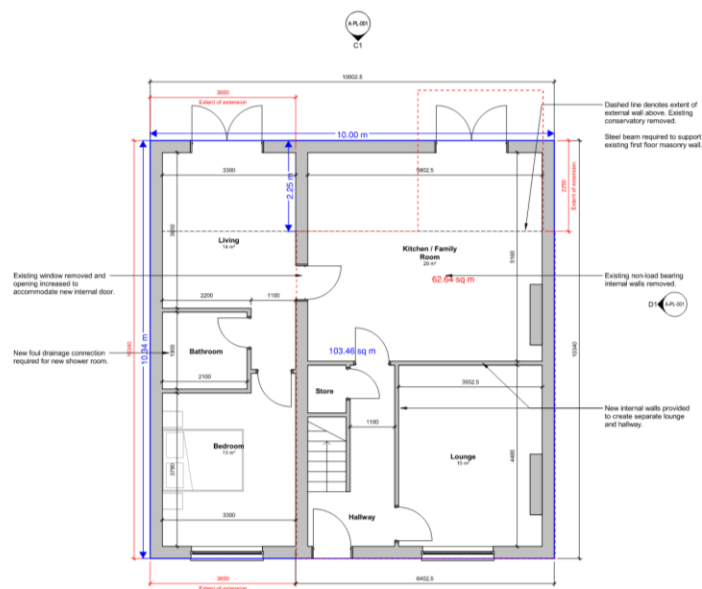
Existing and Proposed Floor Plans and Elevations



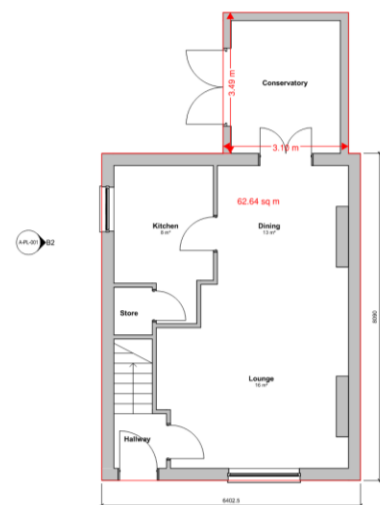
**FIRST FLOOR LAYOUT
PROPOSED**



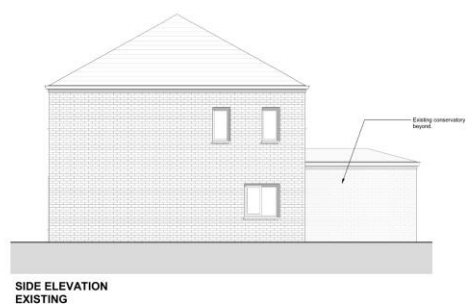
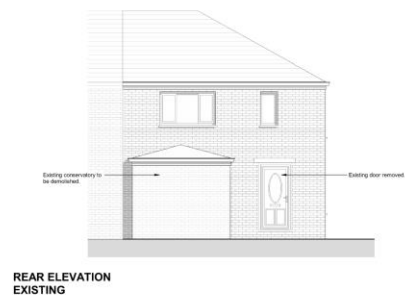
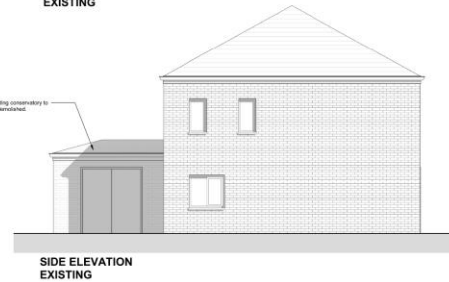
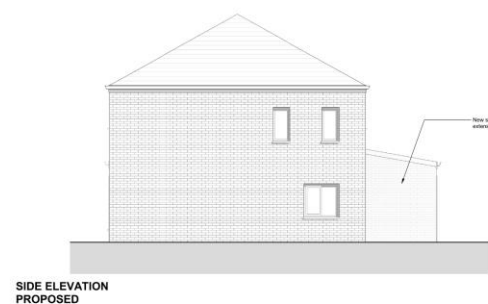
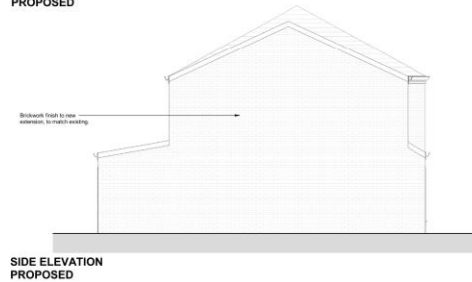
**FIRST FLOOR LAYOUT
EXISTING**



**GROUND FLOOR LAYOUT
PROPOSED**



**GROUND FLOOR LAYOUT
EXISTING**



Local Plan Designation: Urban Fabric

Conservation Area: No

Neighbour Representations:

Letters were sent to nearby addresses; Three objections have been received by neighbouring dwellings. Material planning considerations within these objections relate to the proposed size and design of the extension, light levels, parking provision and increase in bedroom numbers. These issues have been addressed with the response to the Parish Council's concerns in the residential and visual amenity sections below.

Consultees:

Parish Council: Whilst probably deemed as an objection, the Parish council raised specific concerns within their comments. The first concern was in relation to potential loss of light for neighbouring dwellings and the possibility of the extension being overbearing. The second concern was in relation to the location of the proposal, so close to the neighbouring dwelling, and what would happen if the neighbour built a similar extension. The final concern was in relation to the loss of the garage, increase in bedroom numbers and impact on already stretched parking availability in the area.

A detailed response was sent to the parish council, outlining the limitations of powers within a householder planning application, the consent of Highways DC in relation to parking and the possibility of what may be constructed without planning consent. Much of what has been raised is discussed in the residential and visual amenity sections below. However, in direct response to the concerns, the parking issue within the area is recognised but is unable to be considered as onsite parking requirements have been met. With regard to the proposed extension and the potential for the neighbouring dwelling to undertake similar, we cannot consider this within the current planning application. In contrast, both dwellings have the right to construct extensions through permitted development rights, subject to some limitations. This right would still remain valid for the neighbouring dwelling, regardless of this planning application. Finally, whilst I can see the concern over the size of the extension, as outlined below, it does not appear to have a significant impact on neighbouring dwellings, nor does it appear significantly overbearing or out of character with the dwelling or the street scene.

Highways DC: Confirmed that even with the removal of the garage, the parking provision meet local policy standards, and that no highways related planning conditions are required to be added to any planning consent granted.

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

Although the proposed extension is large, and there is the loss of the garage, the proposals do firstly not go against policy, with no objections from the Highways Department. Secondly, having assessed the proposal for its potential impact on the residential amenity of neighbouring dwellings, I cannot find anything which would cause more than an insignificant amount of harm to any neighbouring dwelling or the broader estate, this includes impacts on light levels as raised in a concern by the parish council and neighbouring dwellings. In more detail, although the width between the existing dwelling and the boundary treatment with the neighbouring dwelling of No.49 reduces toward the rear garden, an approximate minimum distance of 1.65m is maintained between the extension and the boundary and a minimum of 6m between the extension and the closet corner of the neighbouring dwelling. For comparison, a single-story side extension of up to 4m high or a two-storey side extension with an eave's height of 3m, could be installed up to the boundary treatment without planning consent. Equally, a ground floor rear extension with up to 3m in projection from the rear elevation, and a height of up to 4m could have been constructed without planning consent. As the current proposal is an adjoined wraparound style extension and the eaves of the two-story section are higher than 3m and within 2m of the boundary treatment, then planning consent is required.

With the rear extension being of a similar projection and height to the excising conservatory, which will be removed, the impact on the adjoining semi-detached will be negligible. Whilst the impact on Neighbouring No.49 may be more impactful, due to the distance between the dwellings, with the extension not being built to the boundary, and consideration of what could be constructed without planning consent, overall, the impact could only be concluded as minor. In relation to the broader neighborhood, there may again be minimal harm to residential amenity of dwellings to the rear, but with only a rear ground floor extension, with the two story side extension not passing the original rear elevation, and with sufficient distances between the rear extension and the rear boundary of at least 7m, a minimum distance of 20m to dwellings not directly overlooked by the first floor window of the extension, and over 27m distance for more directly overlooked dwellings, the impact would be minimal.

The number of bedrooms is proposed to be increased within the dwelling from three to six, with new bedrooms meeting current spacing standards, and Highways confirming that the parking provision, even with loss of the garage meets the Local Plan Policy T4, by having of a minimum of two off-street parking spaces, it still meets the requirement for dwellings with three or more bedrooms.

Visual Amenity

The applicant has been very cooperative and has amended the plans to meet the local policy requirements for visual amenity. Changes from the original proposals include a setback of the first floor of the proposed side extension and for the whole extension to be constructed in a brick finish, rather than render. The setback is a standard policy requirement for extensions, and whilst sometimes render may be permitted, especially where it features prominently within the street scene, after a review of the area, the street does feature a few rendered dwellings but even with their subtle tones, they distract from the otherwise uniform character of the street scene. Render on

the side and rear elevations only was also queried, but following a site visit, it was clear how prominent the side, and to an extent the rear elevation is, and how inappropriate render would be.

With the new extension being completed of brick, and with new matching UPVC windows indicated on the plans for the original dwelling and extension, the character of the dwelling would be retained and with the required set back of the first-floor extension, and set down of the roof, the extension would appear subordinate to the original dwelling. Equally with the removal of the garage and rear extension, the overall setting of the dwelling within its curtilage would be improved, which in turn would support the overall street scene.

Highway Safety

The garage is proposed to be removed, but the required minimum of two parking spaces within the curtilage of the dwelling is retained. Furthermore, the subsequent parking provision has been confirmed by Highways DC to meet local policy requirements, with no objection or planning conditions required. Any on-road parking congestion caused by this dwelling, or any other dwelling or commercial premises would be beyond the scope an individual householder planning permission.

Summary

The proposal meets the policy requirements for extensions to appear subordinate to the original dwelling and as it has been assessed above, does not cause more than a minimal amount of harm to the residential amenity of neighbouring dwellings or the broader area. There is no harm to the visual amenity of neighbouring dwellings and the possibility that the proposal, with the removal of the garage and conservatory could enhance the overall character of the dwelling within its curtilage.

Recommendation: Approve with conditions