Ref 2021/1565

Applicant: Jaime Hatton
Description: Variation of condition 2 (approved plans) of planning permission 2018/1264 'Demolition of existing buildings and erection of 7no detached dwellings with associated garages, access road and landscaping' to enable changes to the positioning of the garages and erection of single storey rear extensions to plots 1 and 5 (retrospective).
Site Address: Land adjacent 108 Upper Hoyland Road, Hoyland, Barnsley, S74 9NL

Site Location & Description

The site is located to the West of Upper Hoyland Road and previously consisted of a collection of farm buildings and stables, however, the development approved under application 2018/1264 is almost complete. The development consists of 7no. detached stone built, 2 storey dwellings with associated driveways, garages and gardens. The site is accessed via a driveway which runs from the adopted highway between numbers 108 and 110 Upper Hoyland Road.

The site is boarded by residential properties to the North and East and fields to the West and South. It should be noted that the neighbouring fields are allocated for housing in the Local Plan and form part of the Hoyland North Masterplan. Beyond the fields, to the South West of the site, is Hoyland Lowe Stand which is a grade II listed building, built around 1750 and most likely served as a Huntsmans lodge and observation point.

Upper Hoyland Road is made up of a mix of more traditional agricultural properties and buildings juxtaposed with more modern bungalows and 2 storey dwellings. There is a residential scheme recently built out at the head of Upper Hoyland Road to the North of the site.



Site history

2018/1264 - 'Demolition of existing buildings and erection of 7no detached dwellings with associated garages, access road and landscaping' – approved subject to conditions



Berkeley





Riva Homes
A development by Riva Fleetwood Limited
UPPER HOYLAND ROAD
BARNSLEY

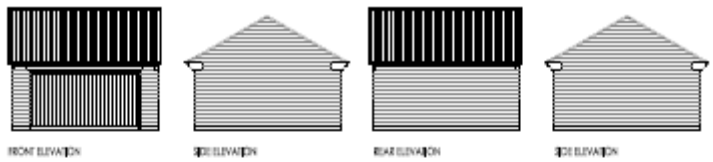
Goring

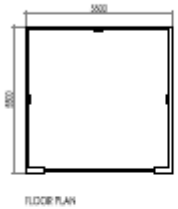


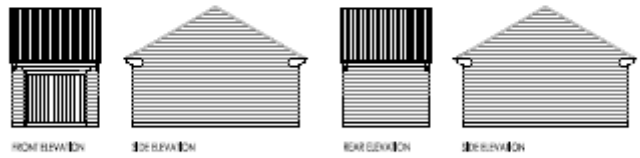


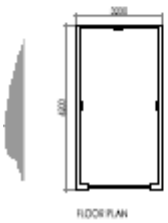


Garages







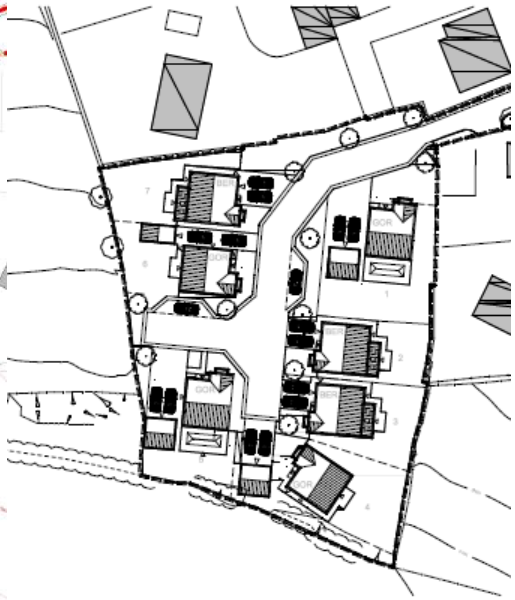


Proposed

The applicant seeks retrospective permission to reposition the approved detached garages on plots 1 and 5, the garages themselves have not changed only the position further forward or further back on the plots. In addition, they also seek retrospective permission for single storey extensions to the rear of plots 1 and 5. The extensions project 4.3m from the approved rear elevations and occupy the full width of the property. They are stone built to match the dwellings and have a flat roof with central roof lantern.

Approved **Proposed**





Policy Context

The site is allocated as Urban Fabric within the Local Plan Proposals Maps and therefore the following policies are relevant:

Policy H1 The Number of New Homes to be Built

Policy T4 New development and Transport Safety

Policy SD1 Presumption in favour of Sustainable Development

Policy LG2 The Location of Growth

Policy GD1 General Development

Policy D1 High Quality Design and Place Making.

Policy Poll1 Pollution Control and Protection

Policy BIO1 Biodiversity and Geodiversity

Policy CC2 Sustainable Design and Construction

<u>SPD's</u>

-Design of Housing Development
- House Extensions and Other Domestic Alterations
-Parking

<u>Other</u>

South Yorkshire Residential Design Guide

<u>NPPF</u>

The NPPF 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.

Paragraphs of particular relevance to this application include:

Para 7 - The purpose of the planning system is to contribute to the achievement of sustainable development.

Para 11 – Plans and decisions should apply a presumption in favour of sustainable development.

Para 92 - Planning policies and decisions should aim to achieve healthy, inclusive and safe places

Para 111 - Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Para 126 - The creation of high-quality 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.

Consultations

Highways – No objections
Ward Councillors – No comments

Representations

12 neighbouring residents were consulted on the application and a site notice was erected on Upper Hoyland Road, one letter has been received requesting information regarding the nature of the application.

Assessment

Principle of Development

The principle of the development has been set with the approval of application 2018/1264 and, as the application is retrospective, the development is almost complete. This application is to establish whether the proposed changes to the approved plans are acceptable, namely the inclusion of rear single storey extensions to plots 1 and 5 and the repositioning of the garages on plots 1 and 5.

It should also be noted that permitted development rights were not removed for plots 1 and 5 under application 2018/1264 so almost identical extension to those subject to this application could have been built without permission once the dwellings were fully complete and occupied. However, as the extensions were built at the same time as the dwellings, they did not have the benefit of permitted development rights at the time.

All dwellings proposed within existing residential areas must ensure that living conditions and overall standards of residential amenity are provided or maintained to an acceptable level both for

new residents and those existing, particularly in respect of the levels of mutual privacy. In addition, infill development will only be granted where the development would maintain visual amenity and not create traffic problems or prejudice the possible future development of a larger area of land.

Residential Amenity

The garages on plots 1 and 5 are not immediately adjacent to neighbouring properties. The garage at plot 5 is immediately adjacent to open countryside on 2 sides and is set away from plot 4. The garage at plot 1 is separated from plots 6 and 7 by the access road and is also set away from plot 2 and the existing residential properties which front Upper Hoyland Road. The garages themselves reflect those approved and the repositioning is not significantly different, as such, the repositioned garages would not significantly increase overshadowing or result in overbearing features.

As outlined above, the rear extensions on plots 1 and 5 could have been constructed under permitted development rights once the buildings were complete and occupied, the only difference would have been a maximum projection of 4m rather than 4.3.

The extension to the rear of plot 5 is separated from plot 4 by the neighbouring garage and has no development to the South or West, as such, it would not significantly increase overshadowing or be an overbearing feature. In addition, although it has habitable room windows, they do not directly face neighbouring properties and boundary treatments would limit views.

In terms of plot 1, the extension would be adjacent to the boundary shared with the properties directly to the East which front Upper Hyland Road. However, given the orientation of the extension, the eaves height and consideration given to permitted development rights, it would not significantly overshadow those properties or their gardens, or be an overbearing feature.

Design & Visual Amenity

The design of the garages has not changed since the previous approval they have just been repositioned on their plots. As the re-positioning is not significant it does not have a detrimental impact on the overall design and layout of the scheme, as such, visual amenity is maintained to a reasonable degree, in accordance with Local Plan Policy D1.

The extension to the rear of plot 5 is in a non-prominent position with limited views from public vantage points. The extension to plot 1 is more visible given the position of the dwelling to the estate road, however, it is set away from the roadway and views are obscured by the garage and neighbouring properties. In any case, as outlined above, almost identical extensions could have been built under permitted development rights once the development was completed, and the extensions harmonise with the host property and are subordinate additions, in accordance with the SPD and Local Plan Policy D1.

Highway Safety

The extensions are not built on any previously approved parking or manoeuvring areas and the repositioning of the garages has not compromised the amount of in curtilage parking previously approved. Highways DM have been consulted on the application and have raised no objections.

Conclusion

Taking into account the relevant development plan policies and other material considerations, subject to conditions, it is not considered that there are any significant and demonstrable adverse impacts that would outweigh the benefits associated with the granting of planning permission for the revised scheme. The proposal therefore complies with the development plan as a whole and the advice in the NPPF.

As such the scheme is considered to accord with policies and guidelines and is recommended for approval.

Recommendation

Approve subject to conditions