

2023/0145

Mr and Mrs Bunter

55 Church Drive, Hoylandswaine, Sheffield, S36 7LZ

Single storey rear extension and alterations to garage

Site Description

55, Church Drive is a two storey, detached dwelling located in Hoylandswaine, Barnsley; located in an area which is predominantly residential, dwellings can be found to the North, East, and South. 55, Church Drive forms part of a larger residential development which is surrounded by green belt land. To the South-east of the site is the Hoylandswaine Conservation Area.

In the immediate area around the site, Church Drive comprises of other two-storey detached dwellings, that are relatively similar in scale and appearance, adopting similar design features and external materials which is primarily sandstone.

The site address utilises stonework and grey coloured roof tiles on pitched roof, also benefiting from an existing single storey extension to the rear of the dwelling that utilises matching external materials, including stone and roof tiles, whilst utilising a mono-pitch roof. To the rear of neighbouring properties, small, UPVC conservatories can be seen.

The site address forms a somewhat uniform building line with neighbouring properties to the South-West; however, it is slightly set forward of neighbouring properties to the North. Located to the rear of and in between the site address and neighbouring property 53, Church Drive is a detached triple garage; this is segregated by boundary treatments comprising of high timber fencing enclosing rear garden spaces to the rear of both properties and is shared by them. Other boundary treatments around the site comprise of a combination of stone-built walls and timber panelled fencing.



Planning History

2014/0754 - Residential development of 67no. dwellings and associated infrastructure. – Approved subject to legal agreement.

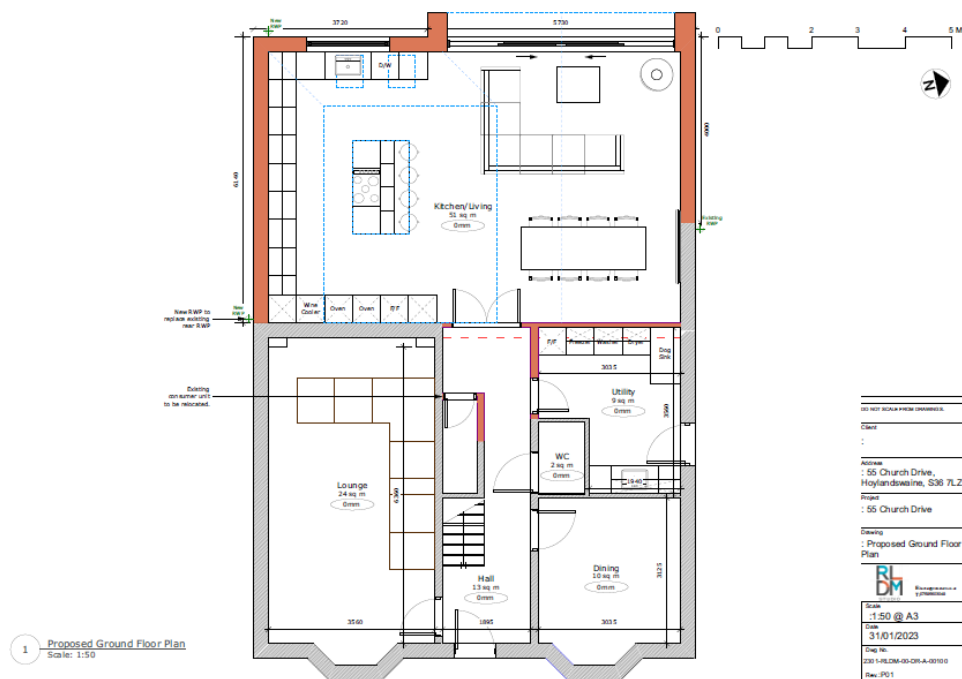
Proposed Development

The applicant is seeking approval for the erection of a single storey extension to the rear of the dwelling and alterations to an existing detached triple garage, of which two appear to be utilised by the site address.

The proposed extension would project from the rear elevation of the dwelling by approximately 6.65 metres at its largest point with a width of approximately 9.45 metres. The proposed extension would utilise both gable and hipped roof types measuring approximately 3.89 metres and 3.20 metres respectively (ridge). Both roof types would maintain an eaves height of approximately 2.43 metres. Various internal alterations are also proposed, and a flue is proposed to project from the roof plane of the extension to accommodate an internal log burner. Provisions for two roof lights and one roof lantern are also included within the proposals.

Alterations to the existing detached garage include infilling one entrance to provide a singular vehicular access point and the creation of a smaller pedestrian entrance. An existing electric vehicle charging point would be re-located to run flush with the original dwelling and the associated cabling would be re-routed. An extension to an existing patio area by approximately 1.2 metres is also proposed.

The proposed extension would utilise matching external materials, including stone, roof tiles, and UPVC.





Policy Context

Planning decisions should be made in accordance with the current development plan policies unless material considerations indicate otherwise; the National Planning Policy Framework (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 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 which are a material consideration in the decision-making process.

The Local Plan review was approved at the full Council meeting held 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.

Local Plan Allocation – Urban Fabric

The site is allocated as Urban Fabric within the adopted Local Plan, which has no specific land allocation and therefore, the following policies are relevant:

- ***Policy SD1: Presumption in favour of Sustainable Development.***
- ***Policy GD1: General Development.***
- ***Policy D1: High quality design and place making.***
- ***Policy T4: New Development and Transport Safety.***

Supplementary Planning Document: House Extensions and Other Domestic Alterations

This document establishes the design principles that specifically apply to the consideration of planning applications for house extensions, roof alterations, outbuildings & other domestic alterations; reflecting the principles of the NPPF, which promote high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

National Planning Policy Framework

The NPPF sets out the Government's planning policies and how these are expected to be applied. The core of this is a presumption in favour of sustainable development. Proposals that align with the Local Plan should be approved unless material considerations indicate otherwise. In respect of this application, relevant policies include:

- ***Section 12: Achieving well designed places.***

Consultations

Penistone Town Council was consulted on the proposals; however, no comments or objections were received.

Representations

Neighbour notification letters were sent to surrounding properties, no objections or comments were received

Assessment

Principle of Development

The site falls within urban fabric which has no specific land allocation; however, the site and surrounding area is made up principally of housing; therefore, extensions to residential properties are considered acceptable where they do not have a detrimental impact on the amenity of surrounding residents, visual amenity, and highway safety.

Residential Amenity

Proposals for extensions are considered acceptable where they do not adversely affect the amenity of neighbouring properties.

The SPD states that '*Extensions to the rear of detached houses will be considered on their design merits where no adjacent properties are affected*'.

In this instance, the proposals would not be considered overbearing resulting in an increase of overshadowing that would be detrimental to the amenity of neighbouring properties. The proposed extension would be modest in scale, with a ridge height of approximately 3.89 metres (measured from the largest point) and an eaves height of approximately 2.43 metres.

Moreover, existing boundary treatments to the North and South of the site would be maintained, including high timber fencing to the South and a combination of stone-built walls and timber fencing to the North - staggered in height along the boundary line. The existing boundary treatment to the South of the site separates rear private garden space, where the proposed extension would be located, from a driveway and creates sufficient distance from neighbouring property 53, Church Drive as not to adversely affect its amenity.

Furthermore, the dwelling is situated within a slightly staggered building line and as such, the proposed extension would be forward of the rear elevation of adjacent neighbouring property 57, Church Drive and therefore, would not adversely affect the amenity of this property.

In terms of overlooking, resulting in a loss of privacy, no windows are proposed within either side elevation of the proposed extension. Moreover, the SPD states that *'12 metres should be maintained to a blank gable wall and 10m should normally be provided between rear-facing windows on the first floor (and above) and the rear boundary'*. In this instance, approximately 9.75 metres would be maintained between the rear-facing windows of the proposed extension and the rear boundary. Whilst this is less than the 10 metres stated, it is only marginally less, and the proposed extension would consist of a single storey facing vacant green belt land.

The proposals, therefore, would be considered to comply with Local Plan Policy GD1: General Development and would be acceptable regarding residential amenity.

Visual Amenity

The SPD states that *'materials should normally be of the same size, colour and texture as to the existing house or as close a match as possible'*. In this instance, the proposed extension would utilise external materials that would match those utilised by the original dwelling, including stone, tiling, and UPVC. The proposed extension would also utilise roof types that would be sympathetic to the roof type of the original dwelling regarding style and pitch.

The SPD also states that *'Windows and doors should generally repeat the proportion and style of the existing dwelling, lining through with existing openings and using matching design details, including the heads, sills, and other opening surrounds.'* In this instance, a proportion of the rear elevation of the proposed extension would incorporate the use of a relatively large amount of glazing forming sliding doors and a window above. This glazing would not repeat the proportion or style of existing openings; however, these features would be to the rear of the dwelling and would reflect a modernised aesthetic that does sympathetically reflect the wider aesthetic of the area that consists of relatively recent development.

The proposals, therefore, are considered sympathetic to the main dwelling and consistent with the character of the street scene and are considered acceptable and in compliance with Local plan Policy D1: High Quality Design and Placemaking and would be acceptable regarding visual amenity.

Highway Safety

The dwelling benefits from an existing detached garage with two vehicular access points. Alterations to this garage would involve the infilling of one opening creating a singular vehicular access point. No further changes are proposed to other existing off-street parking provisions, including an existing driveway, therefore, the proposed erection of an extension in the location identified would not result in any detrimental loss of existing off-street parking provision that could adversely affect highways safety.

As such, the proposals would be considered acceptable and in compliance with Local plan Policy T4: New Development and Transport Safety.

Recommendation

Approve with Conditions