
2023/1093

Applicant: Mr & Mrs Simpson

Address: 10 Croft Drive, Millhouse Green, Sheffield, S36 9NE

Description: Removal of detached garage and rear conservatory, and erection of side and rear extensions to bungalow.

Site & Location Description:

The application dwelling site is in a slightly elevated position at the end of a relatively large cul-de-sac, leading from the A628 Manchester Road, in the Village of Millhouse Green, approximately 8 miles west of Barnsley town centre. The dwelling itself is constructed of red brick, with a grey tiled gable roof and features grey stone and dark red cladding on the front elevation. There currently exists a small conservatory on the rear elevation and a detached garage is sited in the side driveway, which gently rises from the road, the remaining front garden is currently abundant with shrubs and other planting. Both adjacent dwellings have been more significantly extended. Other dwellings within the street scene are broadly similar in basic design but not all feature stone or cladding.



Location Plan Including Proposed Side & Rear Extensions

Planning History: None

Proposed:

The proposal is for the demolition of the existing garage and conservatory, to be replaced with a substantial sized extension to the rear of both side elevations and the rear elevation. The proposed extension would incorporate much of the footprint of the detached garage and all the footprint of the existing conservatory. The front door would be relocated, and several roof lights would be installed.

Measurements:

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

Right Side Extension

- **Side (Right) Projection: 3.36m**
- **Length: 7.52 m**
- **Set Back (From original front elevation): 7.41m**
- **Rear Projection (Beyond original rear elevation): 3.72m** (Garage extended out to 7.17m)
- **Eaves Height: 2.51m**
- **Roof Height: 4.51m**

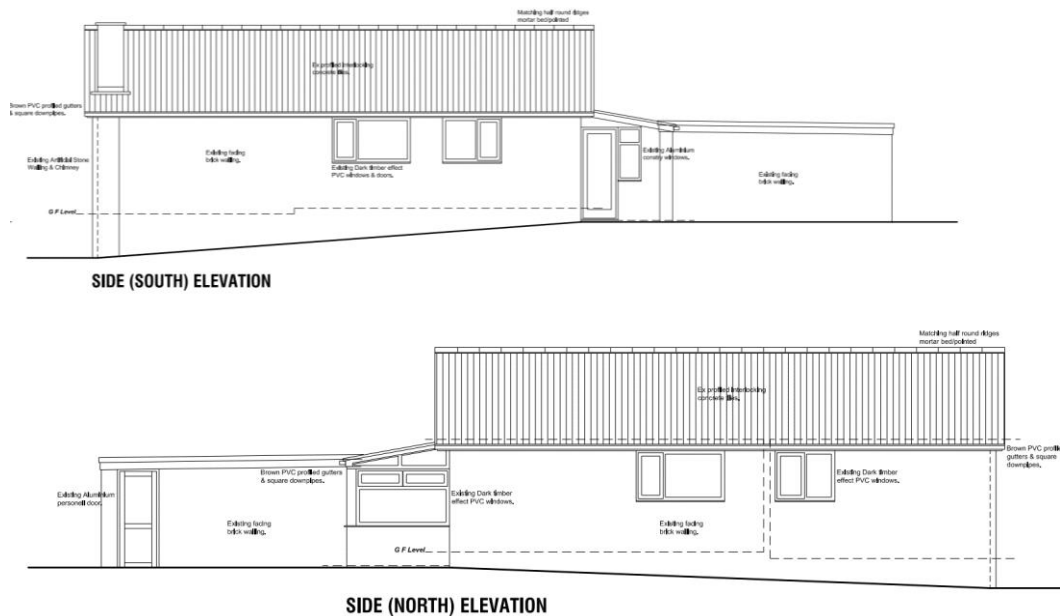
Left Side Extension

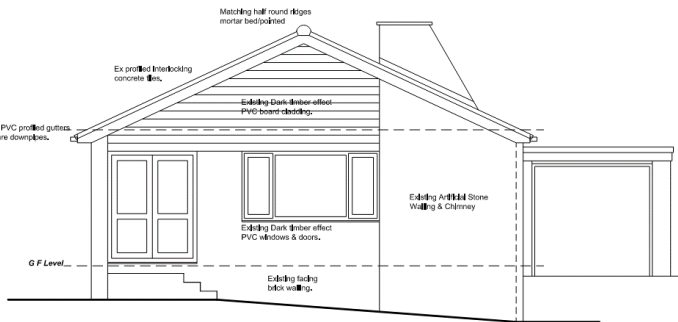
- **Side (Right) Projection: 2.8m** (Original garage 2.66m)
- **Length: 7.52 m**
- **Set Back (From original front elevation): 7.41m**
- **Rear Projection (Beyond original rear elevation): 3.72m**
- **Eaves Height: 2.51m**
- **Roof Height: 4.51m**

Rear Extension (Existing Conservatory)

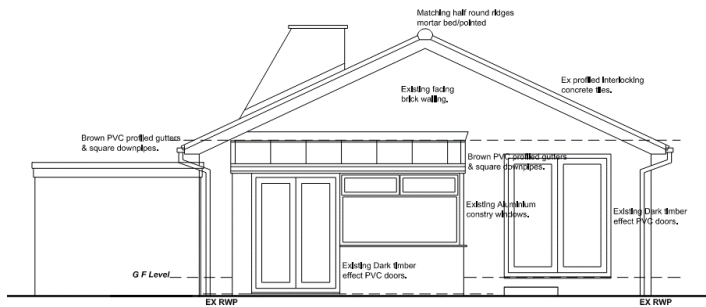
- **Rear Projection: m** (2.11m)
- **Width: 7.52 m** (3.98m)
- **Eaves Height 2.51m** (2.6m)
- **Roof Height 4.51m** (2.75m)

Existing and Proposed Floor Plans and Elevations

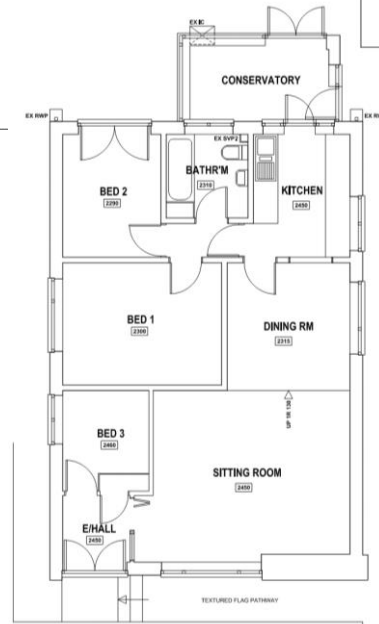




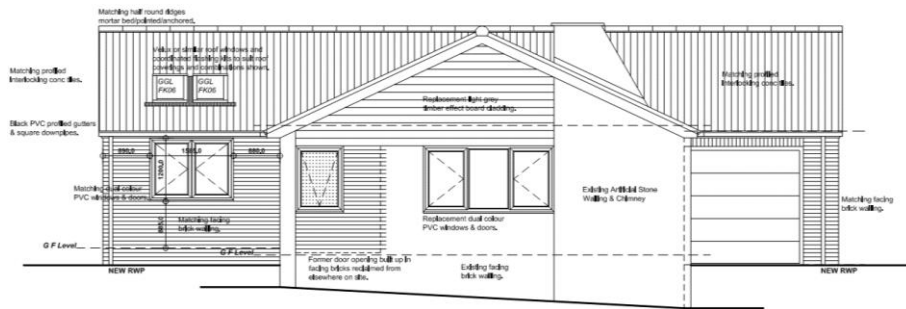
FRONT (WEST) ELEVATION



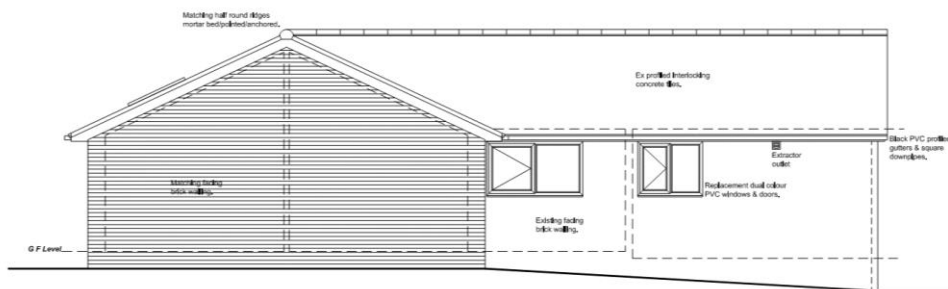
REAR (EAST) ELEVATION



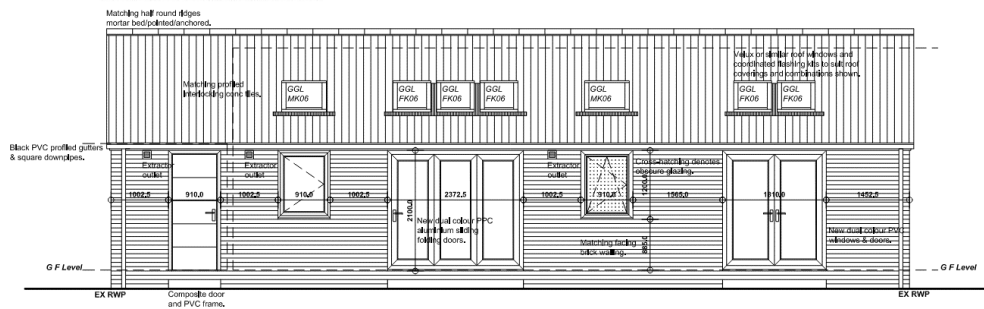
GROUND FLOOR PLAN



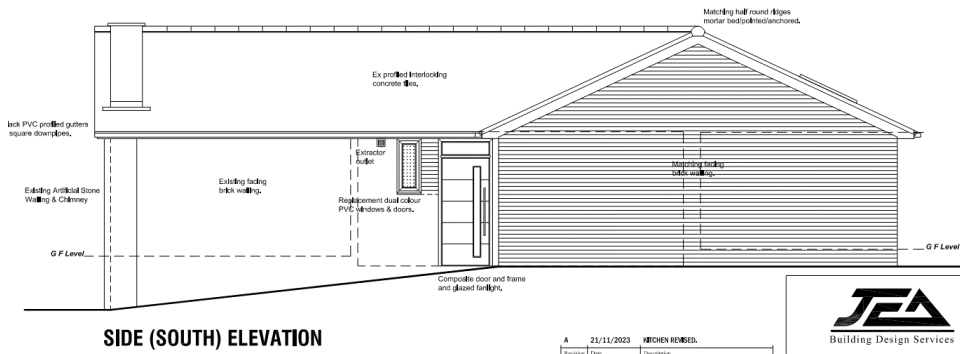
FRONT (WEST) ELEVATION



SIDE (NORTH) ELEVATION

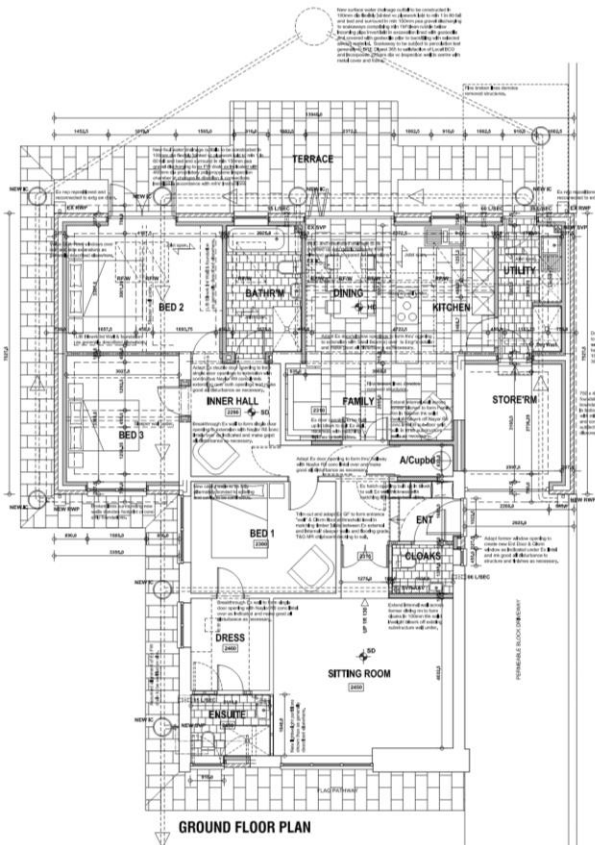


REAR (EAST) ELEVATION



SIDE (SOUTH) ELEVATION

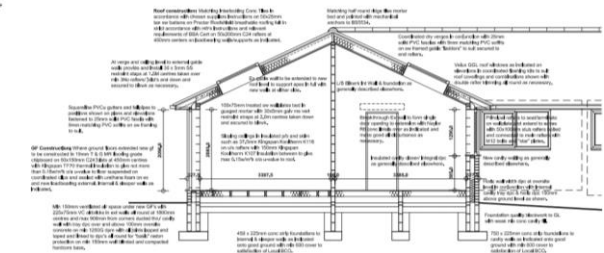
A 21/11/2023 NITCHEN REVISED.
 Revised Date: December



GROUND FLOOR PLAN



SECTION THRU' UTILITY EXTENSION



SECTION THRU' BEDROOM EXTENSION

Local Plan Designation: Urban Fabric

Conservation Area: No

Neighbour Representations:

Letters were sent to nearby addresses; Two objections were received from neighbours on the street. There were multiple concerns relating to the scale of the proposals, the roof design, the impact on loss of light from the proposals and concern over the loss of shrubs from the garden, relating to privacy concerns.

Consultees:

Forestry Officer:

The Forestry Officer is amenable to the proposed plans subject to the submitted arboricultural method statement being conditioned and consequently adhered to.

Highways DC:

Although not explicitly indicated on the submitted plans, Highways are satisfied that the existing drive would be of sufficient size to meet the requirements of parking provision outlined in current local policy guidance, which equates to a minimum of two 2.5m x 5m parking spaces with the curtilage of a dwelling for dwellings with three or more bedrooms. The only required condition that has been requested is to ensure the driveway meets current highways standards of:

“The parking facilities as indicated on the submitted plan shall be surfaced in a solid bound permeable material (i.e. not loose chippings) and adequate measures shall be so designed into the proposed access to avoid the discharge of surface water from the site on to the highway.”

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

Due to the location of the proposals, predominantly towards the rear of the dwelling, the impact upon the residential amenity of neighbouring dwellings is already minimized. However, consideration must still be given to any potential adverse effects. Starting with light, for the adjacent neighbour at No.9, their dwelling is set slightly lower than the applicant's dwelling. So already there may already be some established impact upon light levels. Having checked the sun path, the rear garden of the application dwelling faces East, whilst the elevation facing No.9 faces south. The proposal may have a modest impact on the early morning light levels of any windows on the north facing elevation of No.9, but this already only looks towards the application dwelling and the existing garage. For the remainder, and majority of the day, the sun would pass around the rear, side and front elevations of No.9. As such the impact on light levels caused by the proposals at No.9 would not be of significant detriment. In relation to No.11, as number 11 is sited at a both a higher level and at a 90° angle to the application dwelling, and with the proposals only extending at a ground floor level, there would be an insignificant impact on the light levels of number 11, compared to any existing loss of light caused by the application dwelling. The side elevations are also blank so there would be no significant issues of overlooking to nearby neighbours

In relation to the shrubs, the tree survey identifies an area of small trees and shrubs within the middle of the rear garden, which would be removed. The larger tree and an additional group of trees would be retained. The proposed area of small trees and shrubs only constitutes a small section of the boundary treatment between the dwellings of No.10 and No.11. The loss of these has been approved by the Forestry Officer and would not represent a significant loss, nor would it have a significant impact on the boundary treatment. There may be a modest impact of privacy on the dwelling of No.11 but either the applicant or the No.11 would be allowed to install a new or additional fence or wall within the location of up to 2 meters high, without planning consent. However, the loss of the trees or shrubs would not be of significant impact to require the applicant to install a replacement boundary treatment, as an existing structural boundary would remain.

Visual Amenity

There is a broad character within the street scene with extensions and use of different cladding materials on the different dwellings. Therefore whilst the proposal is substantial in size, through consideration of a large set back and the principal bulk of the proposed extensions occurring at or towards the rear of the dwelling, and in part replacing an existing detached garage and rear conservatory, the visual impact of the proposals is somewhat limited. It would be considered that due to these considerations, along with positive material choices of similar nature, including the re-use of materials in a proposed blocked-up doorway, and with the dwelling remaining single story; the visual character of the dwelling is not altered enough to have a significant detrimental impact on the character of the dwelling nor a significantly adverse impact upon the visual amenity of the street scene.

In regard to the loss of shrubs and small trees within the back garden, this would not have a significant impact upon the visual amenity of the character of the dwelling nor that of the street scene. . The larger tree within the rear garden and a group of other trees and shrubs would be retained and protected during construction works.

Highway Safety

There are no proposed changes to access but as the dwelling has increased in size, Highways have requested a specific condition to ensure the driveway is of an acceptable standard. There are no other concerns about highways safety.

Summary

Although substantial, the proposed development has been considerably designed to meet the space requirements of the applicant whilst avoiding significant detrimental impact on the residential or visual amenity of the dwelling, neighbours within the street or the street scene. With no impact on highway safety, a recommendation for approval would be appropriate.

Recommendation: Approve with conditions