

2022/0866

Mr Cory Mansell

55 Station Road, Royston, Barnsley, S71 4HZ

Upward extension of existing garage to increase roof height, single storey side extension, first floor and single storey rear extensions and erection of dormer window on rear roof plane

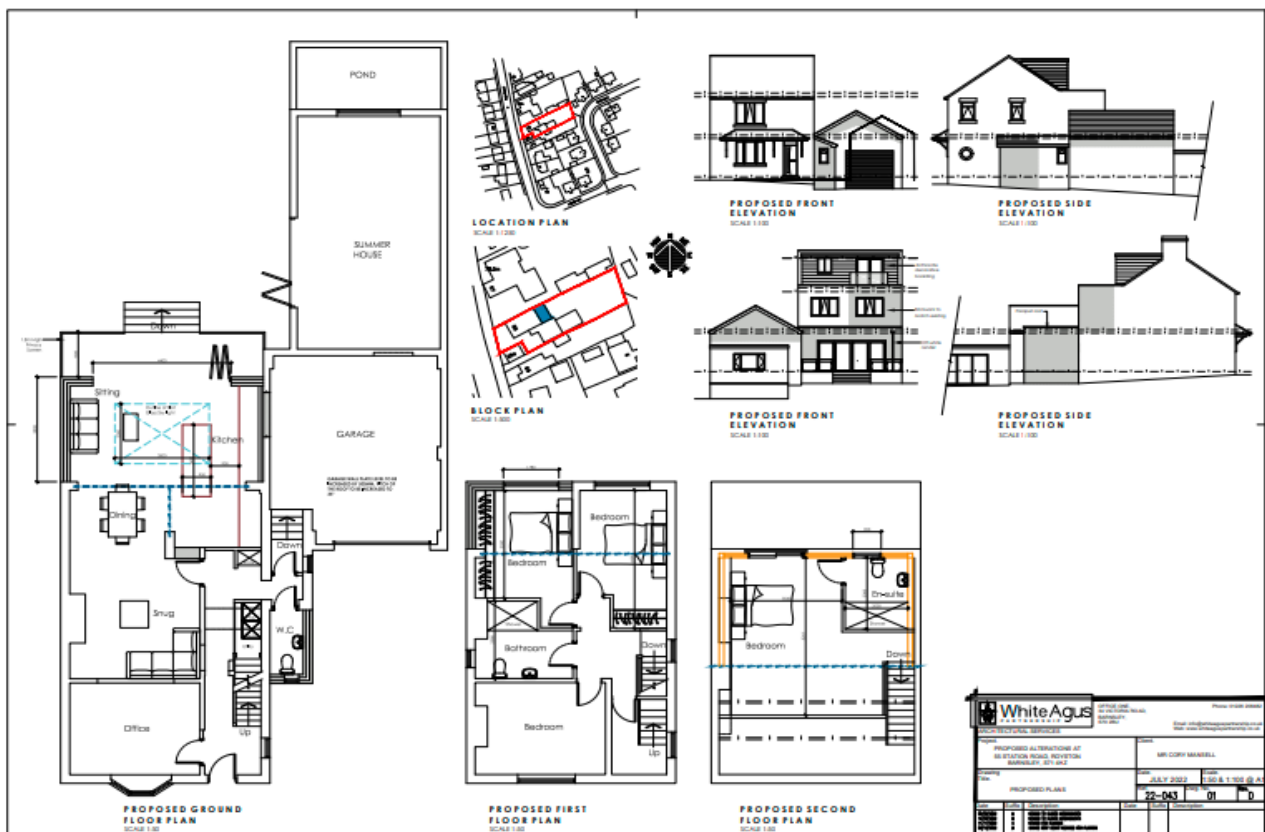
### Site Description

The dwelling is a two-storey detached dwelling located in Royston. Station Road has a mixed street scene featuring a variety of dwelling types with the addition of some commercial uses. The dwelling has a parking area to the front and a driveway to the side which leads to a detached garage. In front of the garage is a garage sized building that is being used as a hair salon.

### Planning History

B/03/1002/RO - Erection of side attached garage (Historic)

### Proposed Development



The applicant is seeking approval for the erection of an upward extension of the existing garage to increase its roof height, a single storey side extension, first floor and single storey rear extensions and the erection of a dormer window on the rear roof plane. The upwards extension of the garage will increase its roof height by 1 meter to a new total height of 5.23 meters. The materials used will be matching brickwork and roof tiles.

The side extension will project 1.35 meters from the side (southeast) elevation of the dwelling. The extension has a width of 2.45 meters. The extension will feature a mono-pitched roof with a ridge height of 3.6 meters and an eaves height of 2.82 meters. The materials used will be matching brickwork and roof tiles.

The single storey rear extension will project 3.45 meters from the rear elevation of the dwelling. The extension has a width of 6.4 meters. The extension will feature a flat roof with a total height of 3.8 meters. The materials used will be off-white render. Also, a 0.8-meter raised terrace is proposed.

The first-floor rear extension will project 2.25 meters from the rear elevation of the dwelling and has a width of 3.35 meters. The extension features a flat roof with a height of 6.6 meters. The materials used will be matching brickwork. The dormer window is proposed in the roof plane and has a projection of 3 meters and a width of 6.1 meters. The materials used will be anthracite boarding.

## **Policy Context**

Planning decisions should be made in accordance with the current development plan policies unless material considerations indicate otherwise. The recently revised National Planning Policy Framework (NPPF) does not change the statutory status of the development plan as the starting point for decision making.

## **Local Plan Allocation – Urban Fabric**

To the extent that development plan policies are material to an application for planning permission the decision on the application must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004).

The Local Plan was adopted by the Council in January 2019 and the Council has also adopted a series of Supplementary Planning Documents which are other material considerations. The National Planning Policy Framework represents up-to-date government planning policy and is a material consideration that must be taken into account where it is relevant to a planning application. In reference to this application, the following policies are relevant:

***Policy SD1: Presumption in favour of Sustainable Development*** – States that proposals for development will be approved where there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents. Development will be expected to be compatible with neighbouring land and will not significantly prejudice the current or future use of neighbouring land. Policy GD1 below will be applied to all development.

***Policy GD1: General Development*** – States that proposals for development will be approved where there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents. Development will be expected to be compatible with neighbouring land and will not significantly prejudice the current or future use of neighbouring land. Policy GD1 below will be applied to all development.

***Policy D1: High quality design and place making*** – Supersedes Core Strategy Policy CSP 29 and sets out the overarching design principles for the borough. Policy D1 States that development is expected to be of high-quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and features of Barnsley.

## **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. The general principles are that proposals should;

- Be of a scale and design which harmonises with the existing building;
- Not adversely affect the amenity of neighbouring properties;
- Maintain the character of the street scene; and
- Not interfere with highway safety

The above principles are to reflect the revised principles in 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** - The Government attaches great importance to the design of the built environment. 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.

It is important to plan positively for the inclusion of high-quality design for all developments, including individual buildings, public and private spaces and wider area development schemes.

Within section 12, paragraph 134 states that *“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”*.

### **Consultations**

No consultees were consulted for this application.

### **Representations**

Neighbour notification letters were sent to surrounding properties, no 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. 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.

#### Visual Amenity

The SPD states that *‘materials should normally be of the same type, colour and texture to the existing house or as close a match as possible’*. In this case, the proposed materials will only partially match the existing dwelling however those most visible in the street scene will match with the garage and side extension featuring matching brickwork and roof tiles. The single storey rear extension features off white render which is not deemed harmful to visual amenity as it set to the rear of the dwelling.

The garage and side extension maintain the same pitched roofs as existing with the height increase on the garage. Both rear extensions utilise flat roofs which are usually not a supported roof type due to flat roofs being an inferior form of construction, however in this circumstance its acceptable as the existing rear elevation has a flat roof to be carried over by the proposed two-storey rear extension.

The SPD states that *“detached garages should relate sympathetically to the main dwelling in style, proportions and external finishes. In most cases, it will not be appropriate for a garage to be sited between the house and the road”*. In this case the garage is set to the side of the dwelling and behind an existing building that forms part of the street scenes frontage.

The garage is of a larger size and scale when compared to that of a traditional domestic garage however in this circumstance the size of the garage is acceptable due to the presence of the building set in front of it which negates its appearance in the street scene to a sufficient extent. Therefore, with the inclusion of another building in the street scene which in terms of size and scale can be classed as a large garage, the proposed upwards extension cannot be deemed detrimental to the character of the area as it is already punctuated, and the proposed garage is screened.

The proposed extensions partially conform to the SPD in terms of the external materials and roof types used, however the proposal will have little impact upon the character of the street scene due to the harmony with the existing dwelling, screening and being largely set to the rear of the property. The proposed development is therefore not considered to be contrary to Local Plan Policy D1: High Quality Design and Place Making and is considered acceptable in terms of visual amenity.

#### Residential Amenity

No objections were received from the neighbouring properties. The SPD states that *“two-storey rear extensions will be considered on the basis of the extent of overshadowing, loss of privacy and outlook”* and that *“extensions to the rear of detached houses will be considered on their design merits where no adjacent properties are affected”*. The impact on residential amenity resulting from the rear part of the extension is to be fairly limited. The two-storey extension will not have a significant detrimental impact on any neighbouring property by way of overshadowing or being overbearing due to its projection in line with existing rear elevation of the dwelling. There is significant distance to the rear boundary being approximately 28 meters away from the rear elevation at two-storey level.

The proposed single storey rear extension will not have a significant detrimental impact on any neighbouring property by way of overshadowing or being overbearing due to its limited projection of only 3.45 meters which for a detached dwelling is within the 4-meter permitted development projection limit. Although not permitted development due to the materials and height, the use of render is not deemed harmful as discussed above and the height is 3.8 meters which is acceptable and balanced in relation to the rest of the rear elevation. In terms of overlooking no windows are proposed on any side elevations of the rear extensions.

The proposed dormer window partially conforms to the requirements of the SPD given that it will be set down from the roof line however a flat roof is used. It is also recommended that it is setback from the gable end by 0.5 meters which in this case it is set at 0.25 meters away. This will not have a significant impact however and although large the dormer is within the 50 cubic meter limit set by permitted development rights. A terrace was proposed out of the dormer on top of the two-storey extension however this has since been omitted and replaced with a Juliet balcony.

The SPD states that single storey side extensions *“should not have an excessive sideways projection (i.e. more than two thirds the width of the original dwelling)”*. The proposed projection is to be 1.35 meters as existing which is less than two thirds the width of the original dwelling therefore, the proposed projection is acceptable. The proposed side extension will not have a significant detrimental impact on any neighbouring property by way of overshadowing or being overbearing. The side extension is being extended in length bringing it closer to the front elevation of the dwelling.

The SPD states that “*detached garages should be single storey structures and the eaves height should not normally exceed 2.5 meters from ground level*”. The proposed garage has an eaves height greater than 2.5 meters, however the existing garage eaves height also exceeded this. The garage is not set beyond the footprint of the neighbouring dwelling (53 Station Road) and is set against its garage. The use of the garage will be conditioned for domestic use only.

The proposed roof increase in roof height will keep the existing pitched roof therefore the impact of the increase against the neighbouring property is minimised and the extra 1 meter in height is not deemed to be significantly detrimental. Both dwellings have large rear gardens which although narrow are not overwhelmed by the structure. The proposal is considered to be in compliance with Local Plan Policy GD1: General Development and is acceptable in terms of residential amenity.

#### Highway Safety

There will be no impact upon highway safety.

#### **Recommendation**

**Approve with conditions**