
2024/0662

Applicant: Mrs C Grace

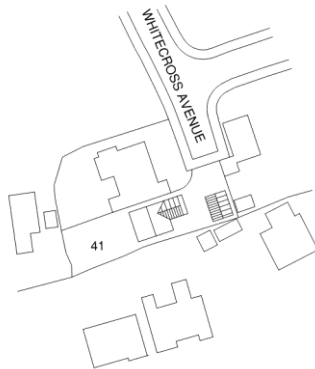
Address: 41 White Cross Avenue, Cudworth, Barnsley, S72 8GA

Description: Removal of integral garage and erection of 2 storey front extension, and detached garage to 2 storey dwelling

One Neighbour Objection

Site & Location Description:

Located at the end of a residential street in Cudworth, the red brick detached dwelling is sited in an unusual position. The road appears to continue past, and around the application dwelling, where instead it turns left before the application dwelling and past the houses set forward of, and at a 90 degree angle to the application dwelling. What appears to be the road is instead the sloping driveway of the application dwelling. In addition to the large open plan driveway in front of the house, the dwelling features an original garage which half protrudes beyond the front elevation and is adjoined by a small porch. Dwellings along the street vary, including some with mock Tudor features and many extended, some with large fronts extensions as proposed in thus application, but enough common elements remain within each dwelling to maintain a coherent street scene.



Planning History: None since construction of the dwelling and estate.

Proposed:

The proposal is for a two storey front extension which also incorporates conversion of the integral garage. A separate detached garage is also proposed for construction on the driveway. The size of the proposal has been reduced in size from the original proposal.

Approximate Measurements:

All existing roof and eaves heights have been checked on the existing plans and remain unaltered on the proposed plans. The original garage projected out further than the original porch, hence the larger projection from the porch.

Original Garage

- **Front Projection: 2.34m**
- **Width: 2.88m**
- **Eaves Height: 2.25m**
- **Roof Height: 3.47m**

Original Porch

- **Front Projection 1.34m**
- **Width: 1.34m**
- **Eaves Height: 2.25m**
- **Roof Height: 3.47m**

Ground Floor Extension

- **Front Projection (from original garage): 2m**
- **Front Projection (from original porch): 2.66m**
- **Width: 4.22m**

Combined Two Story Extension (original house)

- **Maximum Eaves Height: 4.80m (4.8m)**
- **Maximum Roof Height: 6.47m (7.51m)**
- **Canopy Height: 3.2m**

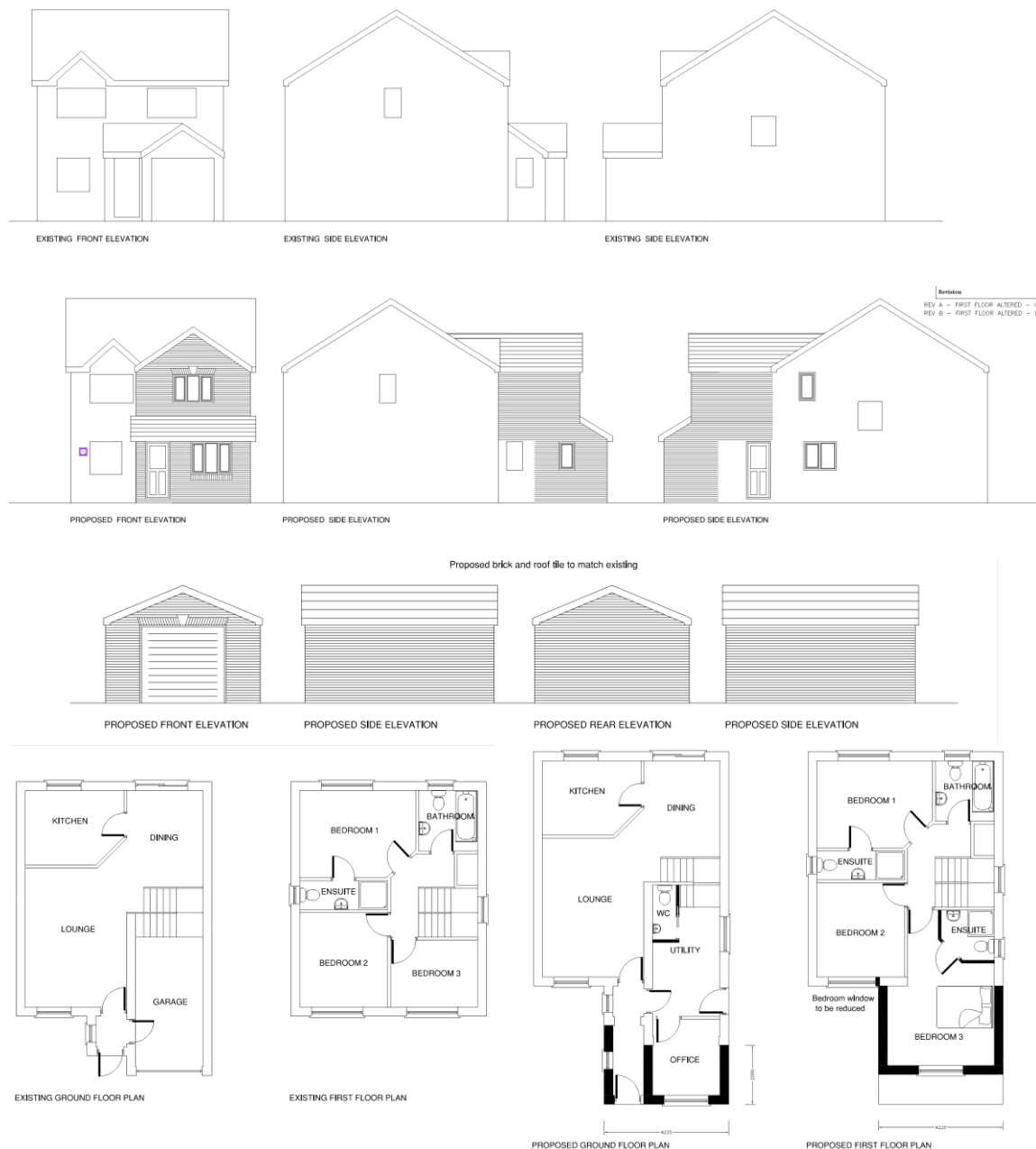
First Floor Extension

- **Front Projection 3m**
- **Width: 4.22m**
- **First Floor Setback: 1m**

Proposed Detached Garage

- **Length: 5.5m**
- **Width: 4.5m**
- **Eaves Height: m**
- **Roof Height: m**
- **Area 24.75m**

Existing and Proposed Floor Plans and Elevations



Local Plan Designation: Urban Fabric

Conservation Area: No

Neighbour Representations:

Letters were sent to nearby addresses; One neighbour objection was received raising concerns over design and highway safety (although these comments were based on the original scheme and not the reduced scheme)

Consultees:

Highways DC: Whilst the number of bedrooms would be increased, the large front curtilage retains parking provision and whilst the garage is a shorter length 5.5m instead of the 6m recommended, the wider width of 4.5m would allow for storage. As such there is no objection to the proposal.

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 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 proposed extension, there would be a modest impact on the amenity of the neighbouring dwelling at No.39, however with a reduced size of the first floor extension, this impact has been reduced from that originally proposed, which would have set the whole two-storey in the position where now only the ground floor aspect sits, with the first floor elevation now set back of 1m. When checking the sun path, there would be a small impact on light levels in the morning, but this period would be brief, and the existing dwelling, with its bulk and higher roof level would obscure the sun more, and for a longer period of time. In regard to privacy, there is an existing landing window on the application dwelling and a proposed first-floor bathroom window, which would be assumed but conditioned to be obscure glazed. A new entrance door is also proposed on the side elevation of the extension. As No.39 features an almost entirely black elevation on their significantly large side extension, which extends beyond the front and rear elevations, the proposed window and door would have no impact on the privacy of No.39.

Again, with the proposed location of the garage, and the neighbouring dwelling of 1 Orchard Place significantly forward of the proposed garage, and at a higher ground level, there would be no impact to the amenity of residents of that dwelling or any other neighbouring dwellings.

Visual Amenity

It has been noted in the neighbour objection that they do not believe the proposal is reflective of local policy guidance in regard to design and impact to the original dwelling. Since the neighbour made those comments the extension has been reduced at first floor by 1m. There are other examples within the streetscene of front extensions and given the property's location, at the end of the street and not in a prominent position on the street scene, the extension would not appear as a discordant feature against either the property or the streetscene. The roof design and materials are complementary to the existing dwelling and the height is set below the pitch of the original dwelling roof to ensure it remains subordinate to the main dwelling. On this occasion whilst the boundaries of what is acceptable in relation to local policy guidance has been challenged, equally the proposal has been amended to reduce its impact and harm to both the character of the dwelling, and the broader street scene. On balance, and with consideration of strong mitigation in the unusual setting of the dwelling, the proposal has been deemed acceptable as this proposal does not cause significant detriment to the character of the application dwelling and has only a slight negative impact upon the broader street scene, which is significantly supported through the amendment to the original plans, and its position at the far end of the street.

The proposed garage equally challenges the convention of may what be allowed, as outbuildings are not usually allowed in front of the principle elevation of a dwelling house. However, on the occasion, the garage would not be in-between the dwelling and the road due to its position in the street. It would be placed between the dwelling and the garden area of another dwelling and would face onto the road. It therefore does not represent a dominant position on the streetscene nor does it dominate the frontage of the property. The largest amount of usable space is at the front of the dwelling, and with the side elevation and rear garden of No.1 Orchard directly opposite the principal front elevation of the dwelling, and as mentioned previously also sat at a higher level, the front elevation and driveway of the application dwelling is unlike other dwellings on the street and generally quite unique. As such, in this case, given the appropriate scale and use of matching materials for the garage it is not considered it would cause harm to the amenity of neighbouring

dwelling or the broader street scene. With this in mind, the proposed garage in the location indicated would not harm the application dwelling, affect neighbouring dwellings or be detrimental to the character of the street scene

Highway Safety

There are no proposed changes to access and parking provision, along with the garage remaining within the curtilage and no objections from Highways DC. As such there would be no significant detrimental impact on highway safety.

Recommendation: Approve with conditions