

Planning Statement

25 Burton Bank Road, Barnsley, S71 2AB

Proposal:	Full Planning Permission to erect a single storey garage.
Location:	25 Burton Bank Road, Barnsley, S71 2AB
Applicant:	Mr and Mrs Ashworth
Application History:	2021/0515
Officer:	Richard Gilbert
Policy:	Local Plan, January 2019 D1 – High Quality Design and Place Making T4 – New Development and Transport Safety Supplementary Planning Document House Extensions and Other Domestic Alterations

PLANNING HISTORY

Application 2021/0515 – Erection of two storey side, single storey/rear/side and single storey front extensions including integral garage to dwelling.

Reasons for refusal

1. In the opinion of the Local Planning Authority the proposed extension(s) would be contrary to Local Plan Policies D1 – High Quality Design and Placemaking as well as the Council's SPD 'House Extensions and Other Domestic Alterations' in that the side extension's width and the front extension's location relative to the remainder of the façade would be architecturally inconsistent with the character of the host property as well as surrounding properties and would as a consequence appear as unduly intrusive and dominant features in the streetscene to the detriment of visual amenity.
2. The proposal would result in the loss of an existing off-street parking space and lacks a sufficient number of off-street parking spaces for a three-bedroom dwelling house as required by the guidance document SPD Parking and by another material consideration- the south Yorkshire Residential Design Guide. As a result the development would lead to an increase in highway safety issues upon Burton Bank Road, in particular for pram and wheelchair users, but also for the safe movement of passenger vehicles, contrary to the principles of Local Plan Policy T4 – New Development and Transport Safety.

THE PROPOSAL

In light of the recent refusal for development on the site the applicant has sought to address concerns raised in the reasons for refusal (Application 2021/0515). This new application presents a scaled back approach to development. It addresses the Council's requirements for parking as well as

concerns around impact on visual amenity and the street scene. The application seeks planning permission for a single storey garage to the side of the existing property designed to match the existing stone fronted property. The proposal would include a garage with roller shutter door and would be set back 5.5m from the highway of Burton Bank Road. The application would increase parking at the site from 1 to 2 off-road parking spaces including the space within the garage which would accord with the minimum internal requirements for parking within a garage.

THE SITE

The application site is located half-way along Burton Bank Road, a short residential street with properties along only the northwest side. The houses are split into two rows of stone fronted terraced properties rising up the road. The site is not within or adjacent to a Conservation Area. There are no Listed Buildings or other non-designated heritage assets. Whilst the properties were all originally constructed (c. 1911) in a matching design, each property is now unique in appearance due to subsequent extensions (including to the front at no. 1 and 3), porches and roof dormers.

Properties mostly range from two to three bedrooms. Some properties are accessed via steps and others are at street level. Garden and amenity space at 23 and 25 Burton Bank Road separates the two terraced rows. 25 Burton Bank Road is the only property on the road with off street parking to the front of the property. Other residents park their vehicles on land adjacent (to the south east of the highway) with vehicles facing properties. The majority of residents on Burton Bank Road have more than one vehicle. Due to the steep nature of Burton Bank Road the property at 25 Burton Bank Road is split in levels with street access provided to the property's front door and parking space. The lower garden is accessed off the private garden space to the rear of the drive via steps. The parking space contains double gates at the front adjoining the street and a 1.8m fence to the rear of the drive provide privacy to the garden space. The site benefits from a large garden area which is significantly larger than the remainder of the street.

PROPOSED DEVELOPMENT

Full Planning Permission is being sought for the erection of a single storey garage. The garage will be set 5.5m back from the street thus providing off-road parking for two vehicles including within the garage. Should the Council prefer a different roof design on the garage this could be considered and amended as part of the application process. Please contact the applicant regarding any suggested amendments to the design or detailing.

MATERIAL CONSIDERATIONS

The principle of development is not in dispute since the proposal would constitute an extension to an existing domestic property. The key considerations, therefore, relate to the matters identified within the previous reasons for refusal along with any other identified matters.

Design / Visual Amenity / Street Scene

The Council's reason for refusal 1 stated that the previous proposed extension would be contrary to Local Plan Policies D1 – High Quality Design and Placemaking as well as the Council's SPD 'House Extensions and Other Domestic Alterations' in that the side extension's width and the front extension's location relative to the remainder of the façade would be architecturally inconsistent with the character of the host property as well as surrounding properties and would as a

consequence appear as unduly intrusive and dominant features in the streetscene to the detriment of visual amenity.

This new proposal does not include any development to the front of the property and therefore this is no longer a matter for consideration (as underlined above).

Policy D1 relates to high quality design and placemaking. The Council's previous reason for refusal related to the proposal's width being architecturally inconsistent with the character of the host property as well as surrounding properties and would, as a consequence, appear as unduly intrusive and dominant features in the streetscene to the detriment of visual amenity.

The proposed garage would be set back 5.5m from the street providing adequate space for a car to park on the existing driveway whilst allowing access to the garage via the roller shutter door (in accordance with the Council's guidance on garages/parking). The proposed garage would be positioned in a similar location to the already existing 1.8m fence the view of which is slightly masked when a vehicle is parked on the drive.

The fence can currently be seen from the street scene, it is set back 5.5m and is not considered to be a dominant feature in the streetscene. It is difficult to understand how replacing the fence with the proposed building, which is built using the same materials as the existing property (in line with para 6.13 of the SPD house extensions), would appear unduly intrusive or a dominant feature in the streetscene so to be detrimental to visual amenity. The proposed stone fronted garage with roller shutter door would be in keeping with the design of the 'host' property, it would be set back by 5.5m from the street and would only be visible when immediately in front of the property or walking up the street when you reach 23 Burton Bank Road. At this position this view would comprise glimpses through well-established (evergreen) planting and fencing which adjoins the footpath.

The site is not located within an area where long reaching views can even be gained. The attached photos demonstrate that a view of the extension would only be seen from the immediate, adjacent position facing the proposal. Any impact on the wider character, street scene or the host property would be negligible.

The proposed roof would set back and designed with a gable to be consistent with the existing house and those in the streetscene. It is considered this design would also be consistent with SPD House Extensions. The overall impact on the streetscene is considered minimal if not zero due the reasons outlined above.

The applicant, therefore, considers that the proposal wholly accords with Local Plan Policy D1. The proposal will comprise a high-quality design and reflect the local character of the existing materials within the street scene. The applicant accepts that there are no other garages on the street, however, this plot is unlike other plots on the street and is only one of a few that could potentially include such development. There are no views or vistas to key buildings, landmarks, skylines and gateways that are being harmed through the proposed development. The scale, layout, building style and materials being proposed will match the existing character of the street and whilst this would be only 1 of two garages on the road it would be subservient to the existing property. There are no heritage assets or special character which would be unduly harmed by the proposal.

The proposed development through its layout and design would contribute to place-making and be of a high quality. It will create additional parking off street making it safer for the owners' children not having to cross the road to access the property.

The proposed development will maintain and enhance the appearance of the street, helping to retain a quality residential environment and prevent it from becoming rundown. Over the years this property has been developed which has helped to improve the overall attractiveness of the overall street. This has led to other properties improving and investing in their properties which has over time raised the overall character and quality of the environment.

The stepping back of the garage by 5.5m will ensure the safety of pedestrians and cyclists using Burton Bank Road. This will allow a vehicle to park on the drive whilst the door is being opened/closed.

The architectural quality of the proposed development is high and in keeping with the existing property, this is achieved through its composition of materials, the proportions of the building with the existing property and its garden space as well as neighbouring properties. It is considered that the proposal will also increase security at the property.

Width

Width is another reason considered by the LPA as part of the reasons for refusal of the previous planning application.

Paragraph 8.17 Single Storey Side Extensions states *“The design of a single storey side extension should reflect the design of the existing dwelling in terms of roof style, pitch materials and detailing and should not have an excessive sideways projection (i.e. more than two thirds the width of the original dwelling). In Figure 8.11 both the gabled roof shown on the left hand side and the hipped roof on the right reflect the form and pitch of the main roof. A lean-to roof (not shown) is a more traditional form and could be used as an option against a gable wall to reduce the impact on a neighbouring property”*.

It is accepted that the proposed development would result in the sideways projection being more than two thirds the width of the original dwelling. The site has been developed over the years to create an affordable family home within close proximity to a range of facilities and amenities being within walking distance to the children’s school, football club, cricket club as well as Asda, Aldi, and the main town centre where a full range of services and facilities can be accessed. Barnsley Train station and main bus station are also within walking distance. The site is highly sustainable. The proposed development does not seek to increase the habitable space in the dwelling but to provide additional off-street secure parking. The proposed garage would be set back from the street by 5.5m. The site is an end plot and therefore different from the other properties on the road. Development of the garage would still leave a large size gap between 25 Burton Bank Road and 23 Burton Bank Road. The proposed development would not lead to issues of overshadowing, loss of daylight or sunlight or impact on privacy.

The reason for refusal indicates that a side extension at the property would, by reason of its width and position, cause undue harm to the street scene and the character of the host property. This reason is vague and unclear and we would like to understand this more clearly what the perceived harm is in this case. Whilst guidance points towards width of side extensions, guidance is not prescriptive and cannot reasonably be applied rigidly and consistently in every scenario given the contextual variance of each site. It is considered that the development of this site would not cause undue harm to the street scene or character of the host property.

Access and Parking

Reason for refusal 2 related to the loss of an existing off-street parking space. This was challenged with the LPA as the proposed development did not result in the loss of an existing space. The existing space was a driveway and the previous application proposed a garage on this same space. Regardless, this new application seeks permission for a garage which is set behind the existing driveway thus creating an additional parking space, this would increase the available parking space from 1 to 2. The proposed development no longer seeks additional living space to the property (as with the previous refused scheme) and therefore the no. of available parking spaces should not be relevant to this application. The property originally only had on street parking available and a parking space was provided as part of the previous development. This proposal seeks to increase this further to an additional space, something which is not required by the development being proposed. This will make the existing property consistent with SPD: Parking which requires properties with 3 bedrooms or more to have 2 parking spaces. The previous application was refused on the basis that the proposed development was contrary to the principles of Local Plan Policy T4 – New Development and Transport Safety. The new application seeks to set the garage with roller shutter door back from the public footpath by 5.5m. This will allow a car to park on the driveway before entering the garage and also when exiting. There would be no need to overhang the public footpath. This is consistent with the South Yorkshire Residential Design guide which states at Paragraph B.1.1.24 *“The forecourt depth is 6.0m for garages and 5.5 metres for garages with a roller shutter door”*.

The garage will also provide a minimum of 3 x 6.5m internally which is also consistent with the South Yorkshire Design Guide requirements.

The proposals therefore, in relation to parking and highways, are consistent with residential design, SPD Parking, Nov 2019, the south Yorkshire Residential Design Guide and policy T4.

Planning Balance

This new application has taken account of the officer's comments and reasons for refusal of the previous application which was 2-storey in height and included single storey development to the front of the property. The development proposal has been significantly scaled back with only a single storey garage being proposed to the side, set back by 5.5m from the street. Each application should be considered on its own merits.

To that end, there is now an absence of harm (in planning terms) caused by the proposed extension. The applicant has addressed reason for refusal 2 by increasing the forecourt area to 5.5m. The proposal now accords with SPD Parking and will provide 2 parking spaces for a three-bedroom dwelling house. The development would not lead to an increase in highway safety issues on Burton Bank Road and would allow for the safe movement of passenger vehicles.

The reason for refusal centres on visual impact, and therefore must conclude that there is a definable character or appearance which would be unduly impacted as a result. The applicant has clearly demonstrated that the proposed development would not cause harm to the street scene, that the façade would be architecturally consistent with the character of the host property (including through design, roof pitch and materials) and would be consistent with surrounding properties through materials. However, this site is unique on the street, other properties do not

have the land on which to build as they are mostly mid-terraces. The property to the south has a conservatory on the side which is not consistent with surrounding properties however it does not cause harm to the street scene. It has been demonstrated that the proposed garage would not be intrusive or dominant in the street scene given it is set back by 5.5m and will be designed to reflect the host property.

If the LPA are concerned about the future use of the development the applicant is happy to accept conditions to ensure that the garage is retained for that use in the future and that a roller shutter type door is maintained. Should the council prefer a different style roof (flat or lean-to) then please contact the applicant and this change can be considered.

It is considered that the application be recommended for approval without delay.

The applicant respectfully requests that the Council contacts them before any decision is made to allow an opportunity to discuss any matters for concern.