
2021/1706

Dennis Godridge

Erection of side extension to existing detached garage (Amended description)

7 Linburn Close, Royston, Barnsley, S71 4NB

Site Location & Description

The applicant's property is a detached red brick dwelling located at the head of a residential cul-de-sac – Linburn Close – located in Royston, and accessed from Applehaigh View. The site is accessed by a short hard surfaced access, which runs along the frontage of the neighbouring property (No. 9 Linburn Close) and into the front curtilage area of the dwelling which contains a hard surfaced parking area and a detached double garage. The dwelling also has a separate hard surfaced parking area to the side of the dwelling. The surrounding street scene is entirely residential with Linburn Close characterised by detached two storey dwellings and single storey bungalows. Some of the nearby properties on both Linburn Close and nearby Applehaigh View have undergone extensions.





Proposed Development

The applicant is seeking approval for the erection of a single storey side extension to the existing detached garage located to the front of the dwelling. The application has been amended from the original proposal, to show a reduction in the size and scale of the extension. The extension formerly featured a forward projection, but this has since been removed from the amended scheme with the sideways projection reduced from 4.15m to 3.3m. The amended extension also proposes to effectively 'fill in' the empty space between the proposed rear elevation and the existing rear elevation of the garage and will have a diagonal shaped rear elevation – due to the awkwardly shaped curtilage within the front garden area of the dwelling. The amended extension will project 3m, with a pitched roof to match the existing and a height of 2.4m to the eaves (measured at the front) and 4.45m to the roof ridge. The eaves height on the rear will vary given the diagonal shape of the rear elevation, with a maximum height of 3.7m.



Relevant Planning History

B/92/0951/RO – Erection of private double garage (Historic)

Policy Context

Planning decision should be made in accordance with the local 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 Council has also adopted a series of Supplementary Planning Documents and Supplementary Planning Guidance Notes, which are other material considerations.

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 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 achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

Within section 12, paragraph 130 is the most relevant which indicates that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

Local Plan

The Local Plan (adopted January 2019), alongside the Joint Waste Plan and relevant neighbourhood plans, form the statutory development plan for Barnsley. It establishes policies and proposals for the development and use of land up to the year 2033 and will be used when considering planning applications and to coordinate investment decisions that affect the towns, villages and countryside of Barnsley. The Local Plan supersedes the remaining saved policies from the Unitary Development Plan (adopted in the year 2000) and the Core Strategy (adopted in 2011). In reference to this application, the following policies are relevant:

Policy SD1: Presumption in favour of Sustainable Development – sets out principles when considering development proposals.

Policy GD1: General Development – sets out appropriate proposals for development.

Policy D1: High quality design and place making – sets overarching design principles for the borough to ensure that development is appropriate to its context, and improves what needs improving, whilst protecting what is good about what we have.

Policy T4: New Development and Highway Improvement - 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.

SPD: House extensions and Other Domestic Alterations

Supplementary Planning Document - House Extensions sets out 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 for should:

1. be of a scale and design which harmonises with the existing building
2. not adversely affect the amenity of neighbouring properties
3. maintain the character of the street scene and
4. not interfere with highway safety.

These policies are considered to reflect the 4th Core Principle in the NPPF, which relates to high quality design and good standard of amenity for all existing and future occupants of land and buildings.

Consultations

None

Representations

Neighbour notification letters were sent to neighbouring properties; one comment was received raising concern that the extension is being built to allow the applicant to work from home and this will result in noise disruption to the surrounding residential property. The representative stated that they did not believe the extension is purely for domestic use.

Assessment

Principle of development

The site falls within the urban fabric which has no specific land allocation; however the site and immediate surrounding area is made up principally of housing. Extensions, alterations to residential properties and the erection of domestic outbuildings are considered acceptable in these areas where they do not have a detrimental impact on the amenity of surrounding residents, visual amenity or on highway safety.

Visual Amenity

The amended proposal has been scaled back from the original submission from a footprint size of 22.6sqm to 17.9sqm, which represents a c.20% decrease in the footprint size compared to the original proposal. The shape of the extension has also been amended, removing the forwards projection of the extension and effectively scaling this back so that the extension is just a side extension. It is not felt that 20% decrease in the footprint is particularly excessive, but the combination between the reduction and the fact that the overall rectangular shape of the building is being retained reduces the whole visual impact of the garage. The total footprint size of the garage (existing garage + proposed measured

externally) measures 52.5sqm which is a larger than the average sized domestic garage but it is appreciated that the extension has been reduced in size and scale. The garage is located within the front curtilage area of the host dwelling, but the property itself is found right at the head of a residential cul-de-sac, with the site not being in a prominent location within the street scene. Indeed, there are clear views into the site from the immediate neighbouring properties, but it is screened from view by the existing dwellings from the first section of Linburn Close and nearby Applehaigh View. The extension is also somewhat setback within the set with the front elevation of the extension being c.25m from the end of the main part of the cul-de-sac) – see screenshot below. As such, whilst the extension would create a large garage in terms of footprint, the impact on the street scene is fairly limited compared to the existing. Further, there are two garages located to the rear/West of the site one of which is large, with an excessive height and living accommodation in the roof space. This forms part of a different streetscene but is still visible from the site and extension and within this context, the size of the outbuilding is not considered overly excessive. It is considered that whilst the garage is fairly large compared to average domestic outbuildings in the Borough, but nonetheless it is still considered to be sympathetic to the host dwelling given the changes made.

The proposed front elevation of the extension is proposed to be built flush to the existing garage which can often result in design problems in terms of the unsightly bonding between old and new materials. The SPD does not specifically require that extensions to garages should have a setback/setdown to alleviate this in the same manner that such elements are expected on a side extension to a dwelling. Nonetheless, given the fact that the garage is located to the front of the dwelling and the extension will be visible from the street, further details regarding the materials was requested. The applicant provided a sample of the brick (Brodsworth Multi from MBH) on site, which are not an exact match as the original London Brick have been discontinued, however they are a very close match and appear more or the less the same. The only difference between the old and new bricks is the unavoidable weathering that occurs on existing brick, but the difference is not significant as illustrated on the photograph below.

On a side note, there are other extensions around which do not feature setbacks including no. 6 Linburn Close and no. 88 Applehaigh View which are in close proximity to the dwelling/garage. Whilst these are slightly different matters as they are extensions to their respective dwellings, these extensions (which use similar brick to the ones chosen) do not stand out and have a detrimental impact on the visual amenity of the area. The proposed extension will have a similar impact. The chosen brick will be conditioned, alongside the rest of the extension being constructed of materials to match the existing.



The extension is designed with a diagonal-orientated rear elevation which has resulted in the eaves on the rear elevation being at different heights. The highest part of the eaves is measured at 3.7m which exceeds the maximum guidance expected in the SPD for House Extensions which limits the eaves height at 2.5m. However, it is felt that there is a sufficient reason for the excessive eaves height in that the garage has been reduced in size and changed shape, largely in relation to the awkward shape of the curtilage. The reasoning behind reducing the size and shape of the extension has been outlined above and the Council considers that the benefits from doing this outweigh any harm caused by the excessive eaves height on the rear elevation. Additionally, the eaves height on the much more visible front elevation does not exceed the 2.5m restriction and the proposed rear elevation will largely be screened. There is an access road immediately to the rear of the garage with a couple of properties looking partially onto the proposed extension, but there is screening on the boundary line with a hedgerow and one of the neighbouring property's has a detached garage of a fairly excessive size, with a much higher roof ridge height. Within this context, the excessive eaves height on the rear elevation is not considered to be overly excessive, or noticeable in the street scene and is acceptable.

Overall, whilst the resultant garage will be fairly large in terms of footprint for a domestic outbuilding, but it is appreciated that the footprint has been significantly reduced from the initial scheme, changing the shape so the forward projection has been omitted and the overall shape of the garage is being retained. The eaves and roof ridge height matches the existing, except for the eaves height at the rear and the applicant has provided further details in regards to the brickwork and roof tiles which match the existing. The proposed development is therefore considered to be in compliance with Local Plan Policy D1 and SPD: House Extensions and Other Domestic Alterations (with the exception of the eaves height on the rear elevation) and is acceptable in terms of visual amenity.

Residential Amenity

The extension to the garage is attached to the existing garage which is located in the front curtilage of the dwelling, to the North-Western corner. The extension itself is off the Southern elevation of the existing garage and the amended scheme has effectively brought it closer to the neighbouring property to the South (no. 5 Little Westfield) and East (no. 7 Little Westfield). The extension is effectively on the Eastern boundary line which is shared with the private road which provides access to these two neighbouring properties. The extension is situated approximately 13.5m from the closest point of no. 7 and 15.5m from the closest point of no. 5. The extension is restrained in its height being 2.4m to the eaves and 4.45m to the roof ridge, which matches the existing. However, the eaves height on part of the rear elevation effectively rises up to a max of 3.75m given the unusual build of the proposed rear elevation due to the awkward shape of the front curtilage. This technically exceeds the maximum eaves height recommended in the Council's SPD for House Extensions, but this is a very small part of the build and is only designed in this way due to the shape of the curtilage. The separation distance mentioned above will result in the extension having a very little overshadowing or overbearing impact over the two nearby properties, and both properties have substantial sized garages located immediately to the East of the extension. The closest properties on Linburn Close are nos. 9 (16m to the West) and 5 (12m to the North). Whilst the extension is situated directly to the South of no. 5, it is located to the South of the existing garage also and will have no greater overshadowing or overbearing impact than the existing garage does.

There have been concerns raised by a neighbouring resident in regards to the intended use of the extension, with the extension/garage potentially being used for a home business which may result in noise disturbance to the neighbouring residents. These concerns have been acknowledged and can be understood as noise disruption is a key consideration when assessing residential amenity. However, the applicant has advised that the extension will not

be utilised for a home business or any other commercial/trade usage and is rather to store and repair motorcycles as a hobby. There is clearly a fairly large garage on site measuring 31.5sqm with the proposed extension measuring 16.5sqm. The extension therefore does not significantly change the character of the site in regard to hobbies and the fairly modest increase would not otherwise allow for such trade/commercial activities in which would be restricted by the existing size of the garage. It is considered that a standard condition restricting the use of the extension (and garage) is sufficient to ensure that such a commercial/business does not occur and in any case, this would likely require separate planning permission in any case.

The proposed development is considered to have a minimal impact on the residential amenity enjoyed by neighbouring properties, and a condition can be attached to restrict the future use of the extension/outbuilding to ensure it remains in ancillary use to the host dwelling. Concerns from a neighbour in regard to the proposed use have been acknowledged and can be understood, but the applicant has provided information which indicates that the extra space will solely be used for storage and a hobby. Home businesses, particularly ones which are likely to result in noise disturbance, typically require separate planning permission and an informative note will be added to this effect. The proposed development is in line with Local Plan Policy GD1 and SPD: House Extensions and Other Domestic Alterations and is acceptable in terms of residential amenity.

Highway Safety

The extension to the garage is situated on an area on site which is not utilised for parking and there is sufficient space within the site retained for the parking of at least 2 vehicles, in line with the Council's Parking SPD. It is considered that there is very little impact on highways safety and parking provision and the proposed development is in compliance with both the SPD and Local Plan Policy T4 and is acceptable in terms of highways safety.

Recommendation

Approve with conditions

Conditions:

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990.
- 2 The development hereby approved shall be carried out strictly in accordance with the plans (Proposed Site plan - Amended (Received 24 05 2022) and Proposed Plans and Elevations - Amended (Rev. A)) and specifications as approved unless required by any other conditions in this permission.
Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policy D1 High Quality Design and Place Making.
- 3 The extension shall be constructed from the following external materials:

Walls - Brodsworth Multi Brick from MBH PLC.
Roof - To match existing garage
Door - To match existing garage/dwelling

Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policy D1 High Quality Design and Place Making.

- 4 The proposed extension (and the existing outbuilding) hereby approved shall be used for domestic garaging and storage purposes in association with the application dwelling 7 Linburn Close, Royston, and shall not be used for any trade/business purposes, nor used as a separate residential use/annex and shall not be severed at a later date to create a separate planning unit.

Reason: In the interest of residential amenity in accordance with Local Plan Policy GD1: General Development.

Informative(s):

- 1 The granting of planning permission does not in any way infer that consent of the landowner is given. Therefore, the consent of all relevant landowners is required before proceeding with any development, including that of the Council as landowner.

If it should transpire that the applicant does not own any of the land included in this consent, then it is the responsibility of the applicant to seek all necessary consents and approvals of the landowner.

- 2 This permission shall not be construed as granting rights to carry out works on, under or over land not within the ownership, or control, of the applicant.
- 3 The applicant is advised to investigate whether owners of adjoining property need to be consulted under the Party Wall Act 1996.