
2022/0316

Mr Chris Field

Erection of single storey extensions to the front, side and rear of existing detached garage and upward extension to the roof height to create double garage with storage rooms to the rear

28 Tenters Green, Worsbrough, Barnsley, S70 5HG

Site Location & Description

The application site refers to a detached red brick residential dwelling located on the corner of Tenters Green and Vernon Road in Worsbrough Dale. The main access door of the dwelling is on the East elevation facing Vernon Road with a grassed garden to the North and East, separated by a stone boundary wall and a tree. The site previously contained a hedgerow and other smaller vegetation (which is shown on site visit photographs from May 2022 and Street View images from 2012). However, at the time of writing (September 2022) the hedgerow had been removed. The main access door for the property faces East with a pitched roof garage located to the North of the dwelling which has been extended. The site has extant permission reference 2021/1182 for the construction of a new boundary wall which has commenced. Vernon Road has a North-to-South slope with the dwelling being at a slightly higher level than both Tenters Green and Vernon Road and is now very open and visible due to the hedgerow being removed.

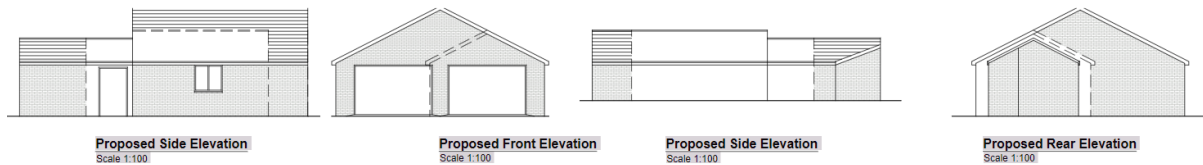
The site is located within the Urban Fabric in what is a residential area with a variety of dwelling type, structures, sizes and external materials nearby. Most, if not all, nearby properties benefit from some form of off-street parking.

May 2022 site visit photographs:



September 2022 site photographs





Relevant Planning History

2018/0383 – Alterations to roof including increase in height of property, two storey rear extension and single storey extensions to detached garage (Approved with conditions)

2021/1182 – Construction of new boundary wall to front and sides (2.3m high on front section) and a 1.5m high fence positioned above (Approved with conditions)

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.

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 (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).

Local Plan

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

N/A

Representations

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 SPD for House Extensions and Other Domestic Alterations has a dedicated section in relation to outbuildings which reads:

‘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.’

The first necessary assessment in relation to outbuildings and extensions to existing outbuilding is footprint and internal size.

The proposed extensions are similar in design to the existing garage and are largely in keeping in terms of character but significantly increase the footprint size of the garage to 85sqm with an internal size of 80sqm. This is excessive for a domestic garage and far exceeds the typical internal size

expected for a double garage which is c. 6m x 6m for two parking spaces (6m x 3m each). Compared to the existing footprint of the dwelling, which is 92sqm, the proposed size and scale of the development is not considered to be sympathetic to the host dwelling. Additionally, the size of the plot is not considered to be particularly large, and the garage is also located in a fairly prominent position within both the site itself and the street. It is forward of the common building/frontage line of this section of Vernon Road, being forward of the front elevation of the dwelling itself (East-facing which contains its main access door) and the neighbouring properties (nos. 39-43 Vernon Road) and is clearly visible from the street. This is illustrated by the screenshot below showing what is the common (yet slightly stepped) building line of Vernon Road.

Further, the site was visited on a couple of occasions (May 2022 and July 2022) in which the vegetation had been removed from the site, significantly reducing the amount of screening on the Site from the South. The site is now very open, and the resultant excessively sized garage would form a very large, prominent and intrusive feature in the street scene, appearing to be the same size as a residential dwelling rather than a domestic ancillary garage. The plans reference that the boundary wall on the South-East corner of the site is to be raised to match existing. There is a level difference in the area with the site being at a higher level than the road, and the raised boundary wall will do little to screen the development at all.



The relevant section of the SPD goes onto read:

'Detached garages should be single storey structures and the eaves height should not normally exceed 2.5m from ground level. It is not considered appropriate for detached garages to include dormer windows as a way of accommodating rooms in the roof space but in some circumstances (e.g. where the garage is set within a large curtilage) it may be possible to utilise the roof space for ancillary accommodation/storage but not as an annex/granny annex. Where the privacy of neighbouring residents would not be compromised it may therefore be possible to install roof lights.'

When assessing against the above restriction, it is appreciated that the eaves height of the garage is not being changed by the development with no part of the eaves of the garage over 2.5m as restricted by the SPD. However, the proposed roof ridge is c.4.8m which is fairly large for a domestic garage and is comparable to that of a new build bungalow within the borough. Given the overall openness of the site, the excessive roof ridge height will make the structure look very excessive from the street in what is a fairly prominent position – just off a main road.

Supporting information has been submitted by the agent in regard to the use of the outbuilding remaining being ancillary to the host dwelling in the sense it will be used purely for domestic parking purposes for cars and motorcycles, rather than for independent living or a commercial use etc. The Council does not dispute that the garage is intended to be used for these purposes but considers that this is fairly weak justification given that there is an existing garage on site as well as a substantial parking area measuring c.70sqm to the front of the garage. Overall, it is considered that the reasons for the extensions are not justified as there is clearly sufficient space within the existing site for the

parking of numerous vehicles. In turn, the total size of the garage is to go far beyond what is typically required for domestic parking and storage purposes and is not considered to be sympathetically sized in comparison to the host dwelling. Indeed, the minimum national space standards for a 3-bedroom, 4-person bungalow is 74sqm which the garage exceeds – measuring 80sqm internally.

To conclude, the size and scale of the resultant outbuilding is large for a domestic outbuilding with a footprint size which is similar to the host dwelling and a standard three-bedroom bungalow in the Borough, and nationally as outlined above. It is therefore not considered to be sympathetic to the host dwelling and is situated in a prominent position both within the site and within the street scene.

Previously, the site was partially screened to the South, but the hedgerow and vegetation has been removed during the course of the application being decided with site now extremely open from both Vernon Road and Tenters Green. The proposed development is contrary to Local Plan Policies D1 and the SPD for House Extensions in that it does not respect or enhance the existing design characteristics and is not sympathetic in size and scale to host dwelling. It is therefore considered to be unacceptable in terms of visual amenity.

Residential Amenity

Part of the garage which is shown on the proposed plans (single storey rear extension) has actually gained approval in the past (under ref 2018/0383) and has now been completed. As such, this has not been included within this section.

The nearest property to the North is no. 39 Vernon Road which retains a separation distance of 4.5m from the Northern elevation of the applicant's garage and the side elevation of no. 39. The extensions are all single storey and are to the South of no. 39 but is not considered to have a significant overshadowing or overbearing impact.

The use of the outbuilding is for a domestic garage and storeroom and these uses are generally not associated with noise or disturbance which would impact on the neighbouring residents. Likewise, the outbuilding does not contain any habitable windows or doors, with the only window and door facing South into the garden area of the applicant's dwelling. These are to serve the storeroom and garage and there are no concerns with overlooking/privacy.

The proposed development is considered to be in compliance with Local Plan Policy GD1: General Development and the SPD for House Extensions and Other Domestic Alterations and is acceptable in terms of residential amenity.

Highway Safety

The access into the site will remain unchanged through the development with sufficient space retained within the site for the parking of at least 2 vehicles. This is in line with the Council's Parking SPD and Local Plan Policy T4: New Development and Highway Safety and is acceptable in terms of highway safety.

Recommendation

Refusal