

2021/1148

Mr Thomas Kershaw

9 Burntwood Close, Thurnscoe, Barnsley, S63 0QQ

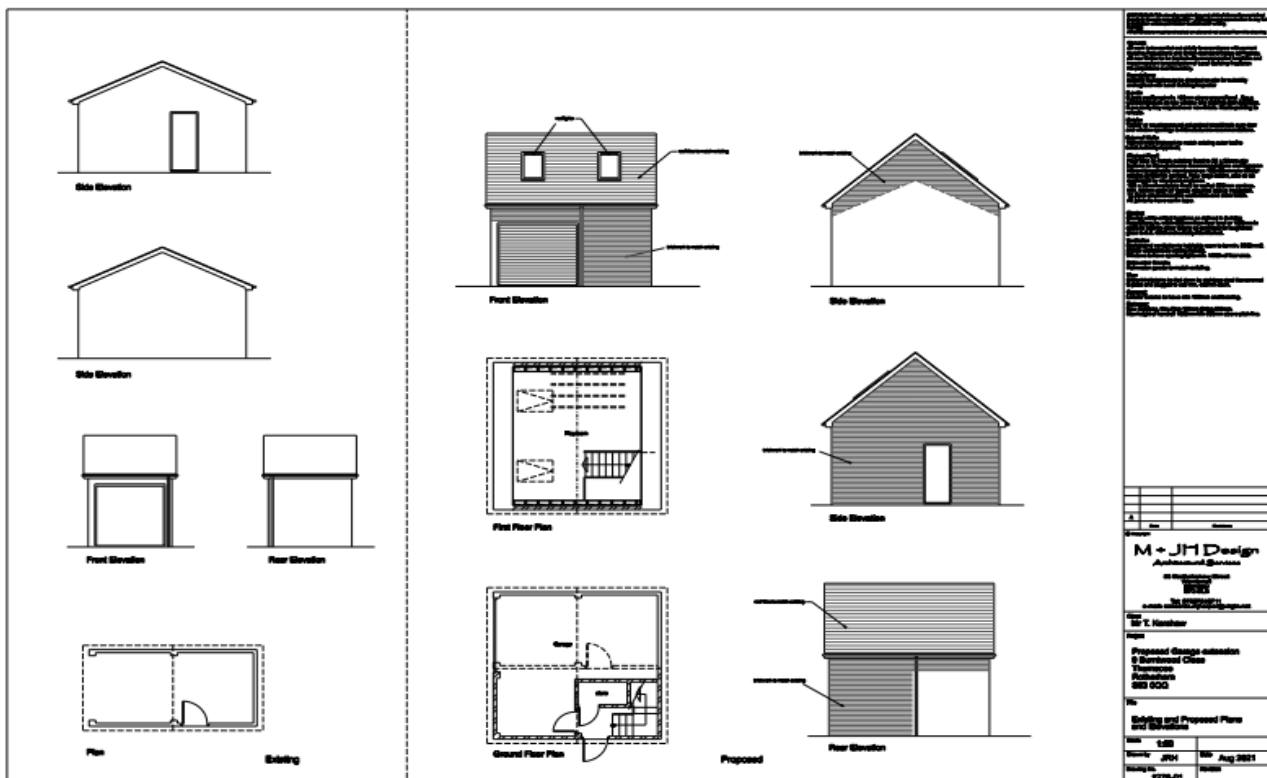
Extension to garage and raising its roof height

## Site Description

The dwelling is a two-storey detached dwelling located in Thurnscoe. Burntwood Close has a consistent street scene with the majority of dwellings especially around the head of the cul-de-sac being two-storey detached dwellings. The dwelling has a modest garden area and detached garage to the front with a small driveway connecting to the highway.

## Proposed Development

The applicant is seeking approval for an extension to the existing garage and the raising of its roof height. The extension will project 2.25 meters from the side (south west) elevation of the garage. The garage has a width of 5.45 meters as existing. The extension will feature a pitched roof with a ridge height of 5.4 meters increased 1.45 meters from the existing ridge height of 3.95 meters and an eaves height of 2.76 meters increased 0.33 meters from the existing eaves height of 2.43 meters. The materials used will be matching brickwork and roof tiles to the existing garage.



## Policy Context

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

The Local Authority (LPA) has also adopted a series of Supplementary Planning Documents (SPD) and Supplementary Planning Guidance Notes, which are other material considerations.

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

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

The Barnsley Local Plan (BLP) was adopted at the full Council meeting held 3rd January 2019 after it was found to be sound by the appointed Planning Inspector following the examination process. This means that it now takes on full weight for the decision-making process as the development plan for the Borough, superseding the remaining saved policies from the Unitary Development Plan (adopted in 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*** – 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.

Where a Local Plan is absent 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. This is assessed against the policies in the NPPF as a whole; or where specific policies in the NPPF indicate development should be restricted or 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**

Highways Development Control (DC) were consulted and raised no objections.

## **Representations**

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

## **Assessment**

### Principle of Development

The development is proposed within an area designated as Urban Fabric in the Local Plan. As such the principle of development has already been established and therefore the alterations to the outbuilding will be 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 *“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 siting of the existing garage is contrary to current guidance being that it is between the front elevation of 9 Burntwood Close and the highway.

The main concern with the proposal is regarding the compound effect of its position and its increased height. The outbuilding is in a prominent position at the head of the cul-de-sac on Burntwood Close. The garage also draws the eye due to its proximity to the highway in relation to the host dwelling and the proposal would cause the garage to further dominate the head of the cul-de-sac.

Therefore, it would appear as an abnormally large outbuilding and an anomalous feature in the street scene, therefore incurring substantial harm to the visual amenity of the area. Also, the increased height of the outbuilding is likely to diminish its ancillary appearance to the main dwelling and expand its capacity to house an annex, henceforth not being subservient to the existing dwelling.

The proposed development is therefore considered to be contrary to Local Plan Policy D1: High Quality Design and Place Making and is considered unacceptable in terms of visual amenity.

## Residential Amenity

The SPD states *“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”*. The existing garage conforms to the required maximum eaves height of 2.5 meters however the proposal will increase the eaves above this recommended height to a proposed eaves height of 2.76 meters. Also, the proposed roof space will not be used for storage purposes as recommended above and is noted on the plans as a playroom.

Additionally, the garage is not entirely suitable for purpose as the South Yorkshire Residential Design Guide states *“best practice suggests the internal floor area for car spaces (garages or car ports) should be 3 x 6.5 metres”*. The proposed garage does not meet this standard with a proposed internal floor area of 2.5 x 5.12 meters. Although the dimensions are akin to the existing garage this must still be taken into account when assessing the suitability of the scheme and its purpose.

The proposed eaves and ridge height increases will incur taller elevations and steeper roof slopes to the garage which together will produce an excessively tall outbuilding. The consequent impact upon the adjacent dwelling (7 Burntwood Close) will be substantial as there is no separation distance between the outbuilding and the rear garden of this neighbouring property to offset the overbearing effect. Furthermore, the garage is set to the south of this dwelling and will therefore increase overshadowing in the rear garden due to the increase in height. In terms of overlooking from the proposed roof lights, they themselves are not considered to have a major impact on privacy as they will face the onto highway. However, their inclusion within the scheme further suggests the capability of the structure being used as an annex in the future.

The proposal is not considered to be compliant with Local Plan Policy GD1: General Development and is therefore unacceptable in terms of residential amenity.

## Highway Safety

There will be no impact upon highway safety.

## Conclusion

Overall, the issues outlined above determine that the development would not be in accordance with Local Plan Policy GD1, D1 or the SPD House extensions and Other Domestic Alterations due to the proposal's domineering, overbearing and overshadowing impact alongside its potential to negatively affect the appearance of the street scene of Burntwood Close.

## **Recommendation**

### **Refuse**