2023/0508

Mrs Nicola Leishman

Erection of a detached double garage

86C Burton Road, Barnsley, S71 2AA

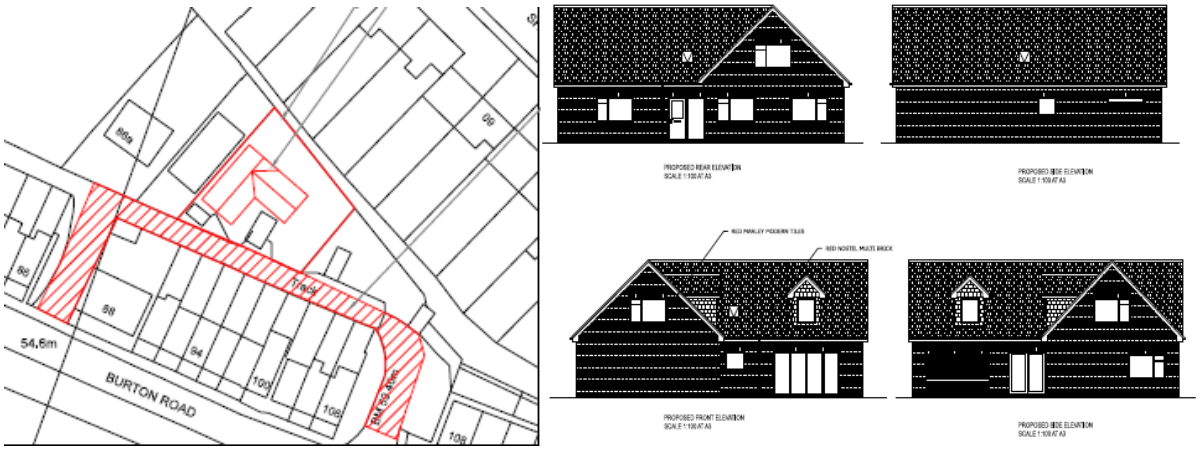
Site Description

The application relates to an area of land measuring approximately 125m2. The site is accessed from an access track which runs to the rear of terraced properties fronting Burton Road. Immediately to the West of the site is a recently constructed detached dormer bungalow, approved under application 2018/0138, which is owned by the applicants. To the East of the site are parking and garaging areas associated with the neighbouring terraced dwellings. To the rear of the site is a steep banking/rock face which leads up to semi detached dwellings fronting Shelley Drive.

The site has been used for parking previously and has recently been cleared with boundary treatments erect to both side boundaries and the rear.

Site History

2018/0138 - Erection of 1 no. detached dormer bungalow with provision of integral garage – approved subject to conditions.



2022/1129 - Erection of 1no dormer bungalow and associated works – refused for the following reasons;

1. *In the opinion of the Local Planning Authority the proposed dwelling would be contrary to Local Plan Policy D1 and SPD 'Design of Housing Development' in that that its design and cramped position would be architecturally inconsistent with the character and development pattern of the immediately adjacent properties and would as a consequence appear shoehorned onto the plot resulting in an unduly intrusive and incongruous feature in the street scene to the detriment of visual amenity.*

2. *In the opinion of the Local Planning Authority, the proposed dwelling would be materially detrimental to the amenities of the future occupants of the dwelling given the proximity of the proposed habitable room windows to the site boundaries and banking*

to the rear. As such, the occupants would suffer poor levels of outlook and light, contrary to Local Plan Policy GD1 and SPD 'Design of Housing Development'. Furthermore, the internal spacing of the open plan living area and the ground floor bedroom fall short of the requirements of the South Yorkshire Residential Design Guide. In addition, the rear garden area, given the land levels and steep banking, would fail to provide adequate amenity space for the future occupants.

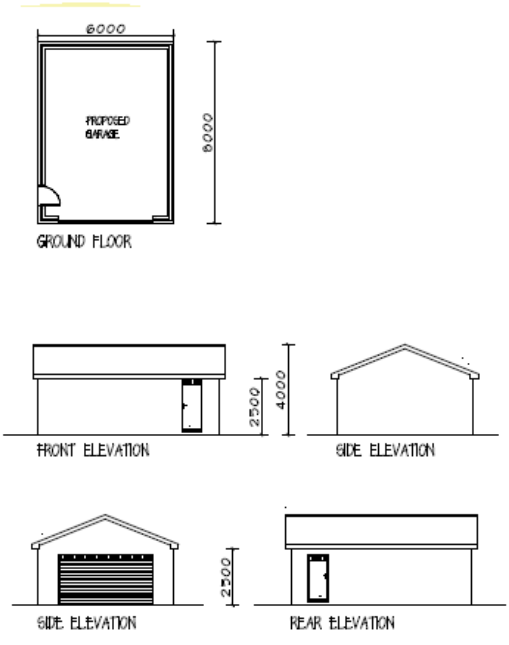
3. *The Tree Survey submitted by the applicant is out of date and does not directly relate to the application site. Furthermore, the Coal Mining Risk Assessment relates to a neighbouring site and no topographical information, site levels or site sections have been submitted to accompany the application. Therefore, the applicant has not submitted sufficient details to enable an adequate assessment to be made of the effect of the proposal on coal mining legacy, arboriculture or highway safety.*

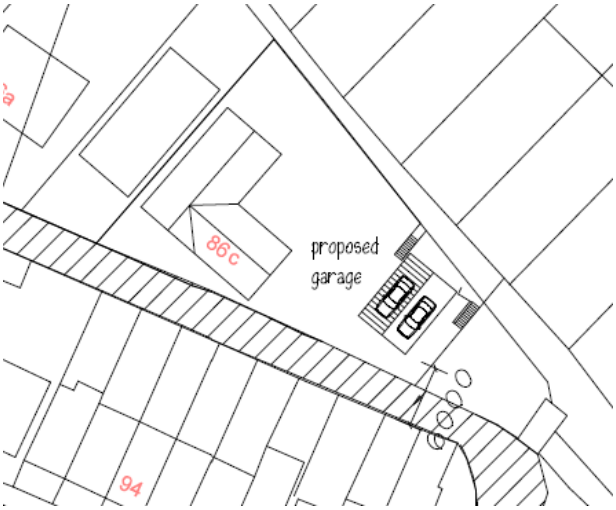
Proposed Development

The applicant seeks permission to erect a detached double garage fronting the access Road. The garage measures 8m long and 6m wide with an eaves height of 2.5m and ridge height of 4m.

The garage would be used by the applicants in association with their immediately adjacent dormer bungalow. The dormer bungalow had an integral garage, however, this has been converted to living space and the garage door brick up. It should be noted that the conversion was done without planning permission despite Permitted Development rights being removed as part of application 2018/0138. This will be explored seperately to this application.

The applicant originally proposed the garage with a higher eaves and ridge height to accommodate storage within the roof space, however, the height has since been reduced and the storage removed.





Policy Context

The site is allocated as Urban Fabric within the Local Plan Proposals Maps and therefore the following Local Plan policies are relevant:

Policy GD1 General Development

Policy D1 High Quality Design and Place Making

Policy T4 'New Development & Transport Safety

SPD's

Supplementary Planning Document (SPD) – 'House Extensions and other domestic alterations' 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:

I. Be of a scale and design which harmonises with the existing building
II. Not adversely affect the amenity of neighbouring properties
III. Maintain the character of the street scene and
IV. Not interfere with highway safety.

These policies are considered to reflect polices set out in the revised NPPF, which requires development to be of high-quality design and provide a good standard of amenity for all existing and future occupants of land and buildings.

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.

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.

SPD 'Parking' – 1no. parking space required for dwellings with 2 bedrooms or less and 2no. spaces for dwellings with 3 bedrooms or more.

Consultee Responses

Highways – No objections to the amended plans

Ward Councillors – No comments

Representations

None

Assessment

Principle of Development

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It should also be noted that this particular site has also been used for parking/garaging in the past.

Visual Amenity

The proposed garage has a modest eaves and ridge height, inline with the SPD, and would relate sympathetically to the dwelling to which it would serve. It would also be built from matching materials and have a simple symmetrical design with a dual pitched roof and single garage door to the front. It is noted that the length of the garage, at 8m, is slightly longer than a standard double garage size but the applicant has requested the extra length in order to carry out their hobby of car renovation and need the additional space to fit the engine crane in front of the car.

The position of the garage would be relatively prominent on the access track, however, the access track is not within an overly prominent position given it is to the rear of a number of terraced properties and not highly visible from public vantage points. Furthermore, there are existing garages in similar positions along the north side of the access, and, the proposed garage would reflect the positioning and building line of those garages and the neighbouring dwellings. As such, it would not appear an alien feature on the streetscene or be detrimental to visual amenity.

It should also be noted that the garage would be viewed against the backdrop of the landscaped bank/rock face directly to the rear of the site which is far higher than the ridge of the garage.

The driveway to the front of the garage no where near meets the usual 5.5-6m depth, however, the associated dwelling has ample off street parking. In addition, the driveway depth is comparable to the neighbouring garages.

As a result of the comments above, the proposed garage would maintain visual amenity to a reasonable degree, in accordance with Local Plan Policy D1.

Residential Amenity

The proposed garage is positioned at least 6m from the rear boundary of the terraced properties fronting Burton Road. Furthermore, as the eaves and ridge height of the garage are relatively modest, and it is orientated to the North of those properties, it would not increase overshadowing or be an overbearing feature.

The closest residential property is located to the West and is owned by the applicant. The proposed garage is intended to serve that property given their integral garage has been converted into living space.

The land immediately to the East is either overgrown and vacant or used for parking or garaging, as such, the proposed development would not be detrimental to the existing occupants or the future use of that land.

There are a number of dwellings to the rear of the site fronting Shelley Drive, However, those properties are built at a significantly higher level than the application property with their garden and floor levels significantly above the proposed ridge of the garage.

The garage would not introduce additional vehicular movements given it would be utilised by the neighbouring property and a condition will be recommended for the garage to be used

solely for domestic purposes to ensure business or trade uses do not operate from the building.

Given the comments above, the residential amenity of the area would be maintained in accordance with Local Plan Policy GD1.

Highway Safety

Colleagues in Highways initially raised concerns with regards to the space available to maneuver into and out of the garage given the lack of driveway to the front and the relatively narrow width of the access track. However, the garage has been moved further back on the plot resulting in a 6m space between the garage door and the neighbouring boundary treatments which is acceptable.

As the access track already serves a number of properties, parking spaces and garages, the addition of this garage which is intended to serve the neighbouring dwelling would not intensify the use of the access track or the associated junctions/access points.

As such, highway safety would be maintained, in accordance with Local Plan Policy T4.

Conclusion

Taking into account the relevant development plan policies (in particular Local Plan Policies D1, GD1 And T4) and other material considerations, it is not considered that there are any significant and demonstrable adverse impacts that would outweigh the benefits associated with the granting of planning permission for the amended scheme. The proposal therefore complies with the development plan as a whole and the advice in the NPPF.

As such the scheme is considered to accord with policies and guidelines and is recommended for approval.

Recommendation

Approve – subject to conditions