
2024/0054

Mr Luke Wilkinson

17 Redhaw Road, Royston, Barnsley, S71 4GE

Erection of detached double garage with hipped roof (Amended Plans & Description).

Site Description

The application relates to a plot located to the south-east of the junction of Redhaw Road and Hawthorn Way, and in an area that is principally residential formed by a relatively modern estate comprising two-storey detached and semi-detached properties of a similar scale and appearance.

The property in question is a two-storey semi-detached dwelling constructed of brick with a pitched roof with grey coloured roof tiles. The property has a limited frontage with a driveway to the western side. To the rear is a modest sized rear garden enclosed by high timber fencing on all boundaries.



Planning History

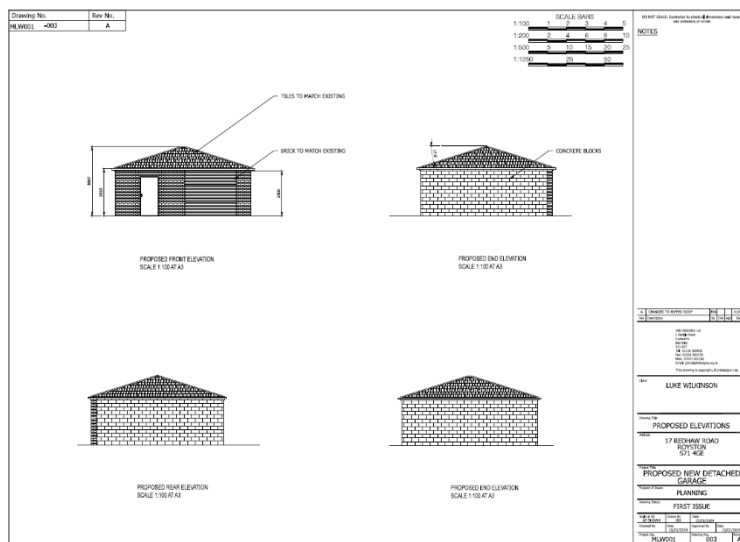
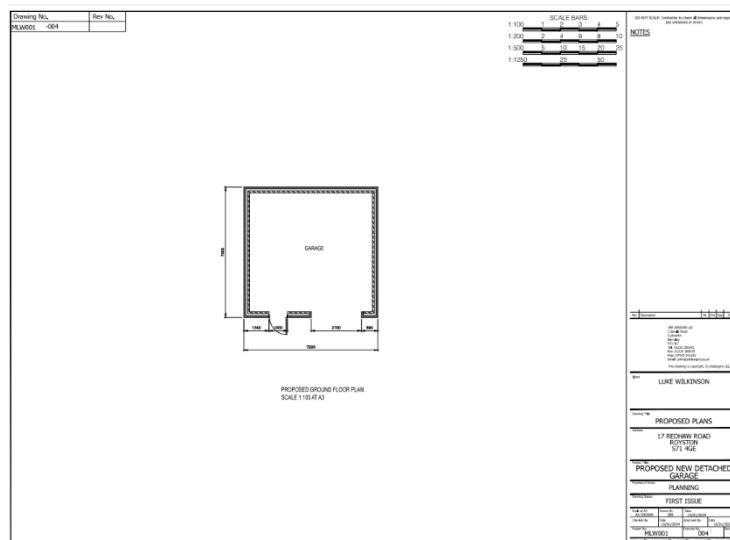
There are several previous applications associated with this site. However, the most relevant is:

1. 2016/1078 – Erection off 77 no dwellings with associated highways, drainage, parking, garages and gardens (amended plans). – Approved.

Proposed Development

The original proposal sought permission for a detached garage with a pitched roof. However, concerns were raised regarding potential overshadowing impacts. Subsequently, the proposal was amended.

The applicant is now seeking permission for the erection of a single storey detached garage with a hipped roof. The proposed garage would measure approximately 7 metres by 7.2 metres externally and 6.4 metres by 6.6 metres internally. The garage would adopt a hipped roof with an approximate eaves and ridge height of 2.5 metres and 3.7 metres respectively. The garage would be constructed of blockwork with facing brickwork to its front (north) elevation.



Policy Context

Planning decisions should be made in accordance with the current development plan policies unless material considerations indicate otherwise; the National Planning Policy Framework (NPPF) does not change the statutory status of the development plan as the starting point for decision making. The Local Plan was adopted in January 2019 and is now accompanied by seven masterplan frameworks which apply to the largest site allocations (housing, employment, and mixed-use sites). In addition, the Council has adopted a series of Supplementary Planning Documents and Neighbourhood Plans which provide supporting guidance and specific local policies which are a material consideration in the decision-making process.

The Local Plan review was approved at the full Council meeting held 24th November 2022. The review determined that the Local Plan remains fit for purpose and is adequately delivering its objectives. This means, no updates to the Local Plan, in whole or in part, are to be carried out ahead of a further review. The next review is due to take place in 2027, or earlier, if circumstances require it.

Local Plan Allocation – Urban Fabric

The site is allocated as urban fabric within the adopted Local Plan which has no specific allocation. Therefore, the following policies are relevant:

- ***Policy SD1: Presumption in favour of Sustainable Development.***
- ***Policy GD1: General Development.***
- ***Policy D1: High quality design and place making.***
- ***Policy T4: New Development and Transport Safety.***

Supplementary Planning Document(s)

- ***House Extensions and Other Domestic Alterations.***
- ***Parking.***

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. In respect of this application, relevant policies include:

- ***Section 12: Achieving well-designed and beautiful places.***

Other Material Considerations

- ***South Yorkshire Residential Design Guide 2011.***

Consultations

Highways DC – No objection.

Representations

Neighbour notification letters were sent to surrounding properties. Three representations were received objection to the proposal and summarising the following concerns:

- Overshadowing.
- Impact on views.
- Additional vehicles obstructing pavements and driveways.
- Use of the garage to operate a business and noise implications.

Assessment

Principle of Development

Extensions and alterations to a domestic property are acceptable in principle provided that they remain subsidiary to the host dwelling, are of a scale and design which is appropriate to the host property and are not detrimental to the amenity afforded to adjacent properties, including visual amenity and highway safety.

Residential Amenity

Proposals for extensions and alterations to a domestic property are considered acceptable provided that they would not adversely affect the amenity of neighbouring properties.

The proposed garage would adopt the scale of a double garage and would be located to the south of the application site and erected immediately adjacent the east, south and west boundaries. It is acknowledged that the proposal could result in some overshadowing. However, any potential impact is likely to occur and be limited to the morning or evening and not at peak times for use of a rear garden. Moreover, any potential impact is likely to be limited to the southernmost parts of the rear gardens of adjoining and adjacent properties. Additionally, existing boundary treatments comprising high timber fencing is likely to offer some mitigation and could further lessen the impact on surrounding properties. Properties immediately to the south of the application site (Midland Road) benefit from very limited rear garden space and the proximity of the extension to the southern boundary could contribute to some overshadowing. However, as the extension would be located to the north of these properties, any potential impact is not considered to be significantly detrimental, especially as existing boundary vegetation could contribute to any existing level of impact which may be experienced and tolerated.

The proposed garage would adopt a hipped roof with an eaves height of approximately 2.5 metres, in accordance with the SPD. Moreover, a hipped roof would lessen the overall height of the building and could act to further lessen any potential impact to surrounding properties. Additionally, a garage of this scale could be erected as permitted development (therefore not requiring planning permission) if a flat roof with a total height of 2.5 metres was adopted.

The proposed garage would not feature any new glazing and whilst there is no right to a view consideration is given to outlook. In this instance, the garage would be located away from the rear elevations of neighbouring properties. The proposal is therefore not considered to result in significantly increased levels of overshadowing, overlooking or reduced levels of outlook.

Concerns have been raised regarding the use of the garage for commercial purposes and the potential noise implicates that would be associated with such a use. However, the applicant has confirmed that the intended use of the garage would be for domestic purposes only, including the storage of vehicles and tools. Nevertheless, to avoid any doubt a condition will be attached to any forthcoming decision for domestic uses only.

The proposal is therefore considered to comply with *Local Plan Policy GD1: General Development* and would be acceptable regarding residential amenity.

Visual Amenity

Proposals for extensions and alterations to a domestic property are considered acceptable provided that they do not significantly alter or detract from the character of the street scene and would sympathetically reflect the style and proportions of the existing dwelling.

The proposed garage would adopt the scale of a double garage and would adopt a sympathetic form and features, including a hipped roof and brickwork to its north-facing (front) elevation. The side and rear elevations of the garage would remain as exposed concrete blockwork. Brickwork to all elevations would have been preferred. However, the garage would be located to the rear of the application dwelling and would not be a prominent feature within the street scene. As such, it is not considered that the proposal would significantly detract from the character of the application dwelling nor the broader street scene.

The proposal is therefore considered to comply with *Local Plan Policy D1: High Quality Design and Placemaking* and would be acceptable regarding visual amenity.

Highway Safety

The proposal would provide an additional 2no. off-street parking spaces and would not interfere with existing parking arrangements to the front. Moreover, Highways DC were consulted on the application and raised no objection to the proposal.

Concerns have been raised regarding the potential for additional vehicles to obstruct pavements and driveways. It is not considered that the proposal would result in significantly increased traffic volumes within the locality, especially as the proposed garage will be conditioned for domestic use only. Moreover, considerate parking is the responsibility of the individual and any obstruction issues would be a civil matter.

The proposal is therefore considered acceptable and in compliance with *Local Plan Policy T4: New Development and Transport Safety* and highway safety would be maintained to a reasonable degree.

**Recommendation -
Approve with Conditions**