
2023/0784

Mr and Mrs D Hawkes

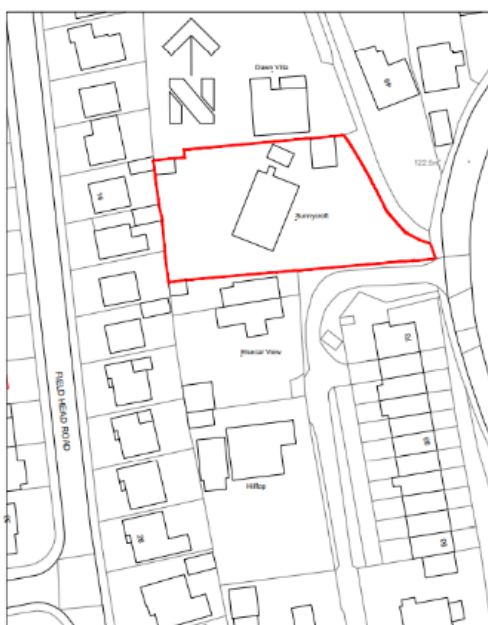
Sunnycroft, Milton Road, Hoyland, Barnsley, S74 9AX

Demolition of 2no existing detached garages, erection of new double detached garage with additional bike storage part, alterations to ground levels to driveway with creation of dwarf retaining walls and the erection of side extension to bungalow form flat roofed orangery with roof lanterns.

Site Description

The application relates to a large plot located on the western side of Milton Road and in an area that is principally residential and to the south of the main urban and commercial centre of Hoyland. Milton Road has a mixed street scene comprising single storey and two-storey dwellings comprising detached, semi-detached, and terraced types that vary in scale and appearance with external materials including various brickwork, stone, and light-coloured render. The topography of the area varies greatly, descending north-to-south and ascending east-to-west.

The property in question is a single storey detached bungalow constructed of red brick with a combination roof featuring grey concrete roof tiles and small roof lights. Two existing outbuildings are located to the front and side of the property adjacent the northern boundary. The largest of the two outbuildings incorporates the existing boundary wall into its structure, forming its rear gable end. The outbuildings are served by a hard surfaced area to the front and side of the property that is used to park several vehicles. Further to the front are areas of soft landscaping and a raised porch leading to the southern side of the property. An existing brick plinth projects from the south-west elevation of the property outlining a previous extension with rear garden space beyond. The host property benefits from a large set back from the highway, and the site is bounded by a mix of treatments, including hedges, timber and concrete panelled fencing, and brick and stone walls.



Planning History

There are no previous planning applications associated with the application site.

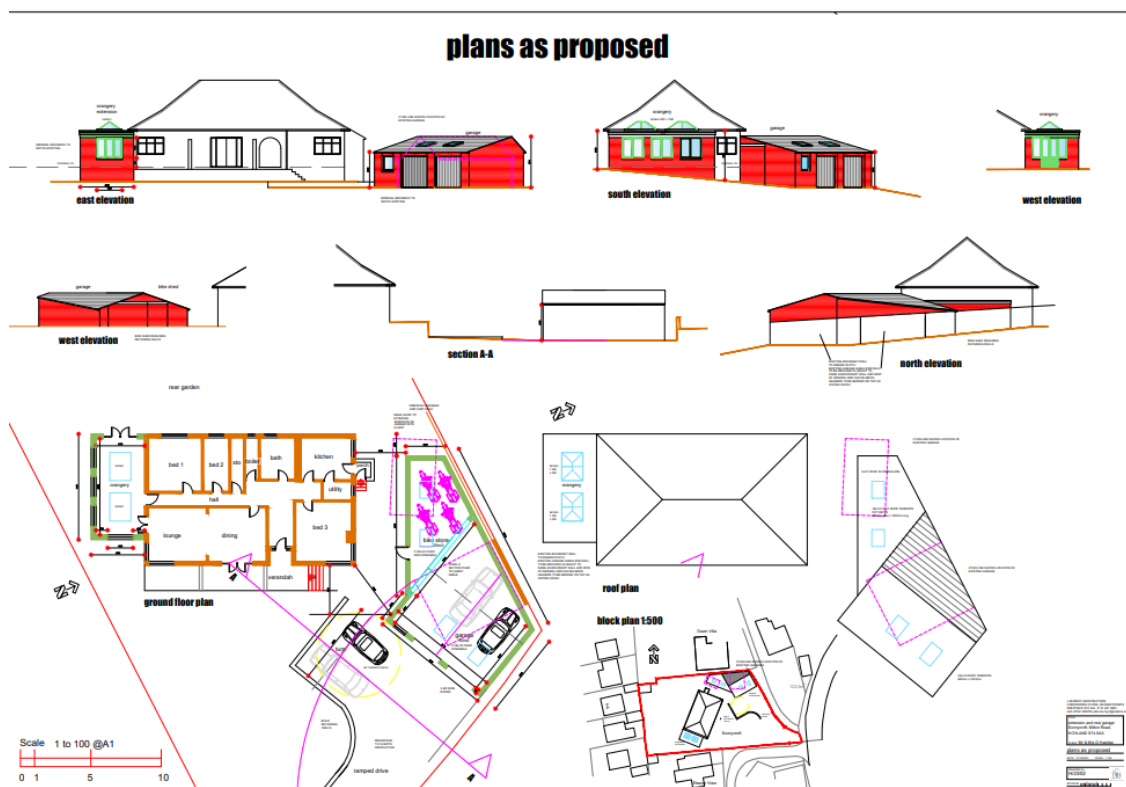
Proposed Development

The applicant is seeking approval for the demolition of 2 no. existing detached garages totalling approximately 47.5 sqm, the erection of a new double detached garage with an additional bike storage part, alterations to ground levels to driveway with the creation of dwarf retaining walls, and the erection of a single storey flat roofed extension with roof lanterns.

The proposed new double detached garage with additional bike storage part would adopt an unconventional form with a total internal floor area of approximately 85.9 sqm. The double garage part would adopt a pitched roof with an approximate eaves and ridge height of 2.5 metres and 3.6 metres respectively, and the bike storage part would feature a flat roof with a total height of approximately 2.9 metres.

The proposed side extension would project from the south-west elevation of the host property by approximately 3.8 metres and extending by approximately 7.5 metres. The extension would adopt a flat roof with a total height of approximately 3.5 metres (including the under build).

The garage, bike storage and extension would all be constructed of external materials that would match or be of a similar appearance to those used in the construction of the original dwelling, including red imperial brick and grey concrete roof tiles.



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 land allocation and 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: 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; reflecting the principles of the NPPF, which promote high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

Supplementary Planning Document: Parking

This document establishes parking standards in relation to development size and type, specifically larger homes require a greater parking provision.

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 places.***

Other Material Considerations:

South Yorkshire Residential Design Guide 2011.

Consultations

Highways DC and Public Rights of Way were consulted on the application. Highways DC raised no objections subject to conditions and Public Rights of Way did not respond; however, as the application site is located adjacent to a public footpath, a general informative will be included on any forthcoming decision to ensure access to the footpath is maintained.

Representations

Neighbour notification letters were sent to surrounding properties and no representations were received.

Assessment

Principle of Development

The site falls within urban fabric which has no specific land allocation; therefore, 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 and bike storage would be located to the north-east corner within the plot and within proximity of Dawn Villa to the north. It is acknowledged that the garage and bike storage could result in increased levels of overshadowing and loss of outlook. However, the proposal would adopt a restrained roof height and be set down within the plot, therefore lessening the impact on Dawn Villa. The proposal would feature a limited number of south-facing windows and roof lights, which would face into the site and away from Dawn Villa. As such, it is not considered that the garage and bike storage would result in significantly increased levels of overshadowing, overlooking, or reduced outlook.

The proposed extension would project from the south-west elevation of the host property and be in proximity of Elsecar View A to the south. It is acknowledged that the extension could result in increased levels of overshadowing. However, the proposal would be located to the north and would adopt a modest scale and restrained roof height, therefore lessening the impact to Elsecar View A. The proposal would feature windows on its front, side and rear elevations that would be largely screened by a hedge forming the southern boundary treatment. The extension would also follow the form of the host property, which is positioned at an angle within the plot, therefore limiting potential overshadowing and overlooking impacts to the north blank gable wall of Elsecar View A. As such, it is not considered that the extension would result in significantly increased levels of overshadowing, overlooking, or reduced outlook.

The use of the garage will be conditioned for domestic use only.

The proposal is therefore, not considered to be overbearing, resulting in increased overshadowing, overlooking, or reduced levels of outlook that would significantly increase beyond existing levels of impact that are likely to be experienced and tolerated, and is considered to comply with *Local Plan Policy GD1: General Development* and would be acceptable regarding residential amenity.

Visual Amenity

The proposals would be partially visible from Woodcock Road to the south and Milton Road to the east.

The main concern relates to the unconventional form and overall scale of the proposed garage and bike storage that would be located to the north-east corner within the plot. The proposal would result in approximately 86sqm of internal floor space – an amount normally allowed for a 3-bedroom 4-person dwelling. As such, concerns were raised to the applicant and amendments to reduce the floor area were requested, however, the applicant declined this request. Nevertheless, due to the height, location and positioning of the proposal, it would unlikely be an unnecessarily prominent feature within the plot or broader street scene. The proposal would appear subordinate to the host property despite its large footprint and would adopt sympathetic features and external materials. The flat roof of the bike storage – though not preferred – would be sufficiently discreet and screened by the structure of the garage.

The extension would not adopt an excessive sideways projection exceeding two thirds the width of the original dwelling (in accordance with the SPD) and would incorporate a flat roof. A flat roof is not preferred; however, its use would likely avoid an awkward roof form that could otherwise arise from alternative roof types abutting a bungalow. The proposal would adopt a restrained roof height below the eaves of the host property, therefore avoiding an unnecessarily high and dominant appearance. The proposal would also be significantly set back and up from the highway, set back from the main front wall of the dwelling, adopt sympathetic external materials, and would be sufficiently screened by existing vegetation to the south-east corner of the plot.

The proposal is, therefore, considered sympathetic to the main dwelling and consistent with the character of the street scene and are considered acceptable and in compliance with *Local Plan Policy D1: High Quality Design and Placemaking* and would be acceptable regarding visual amenity.

Highway Safety

The application site is currently served by an existing driveway and 2 no. single detached garages located to the north-east corner within the plot. The existing arrangements can accommodate several vehicles.

Alterations to existing parking arrangements including the erection of new dwarf retaining walls and the resurfacing of the existing driveway, and the erection of a new double detached garage with additional space for bike storage are considered to result in an overall improvement to the parking and turning arrangements of the site and would maintain highway safety to a reasonable degree.

The proposal is, therefore, considered acceptable and in compliance with *Local Plan Policy T4: New Development and Transport Safety*.

Recommendation

Approve with Conditions