

2025/0041

C Conway

34 West End Crescent, Royston, Barnsley, S71 4LW

Removal of existing and erection of new detached double garage.

Site Description

The application relates to a semi-detached dwelling on West End Crescent within the Royston area. The dwelling is constructed from red brick with a tiled hipped roof. To the north of the dwelling is a pitched roofed detached garage finished in pebble dash render. The dwelling provides modest levels of rear and substantial levels of side amenity space. The surrounding area is characterised by similar semi-detached properties along with semi-detached bungalows to the east. Similar materials are used in the area along with some rendered features.



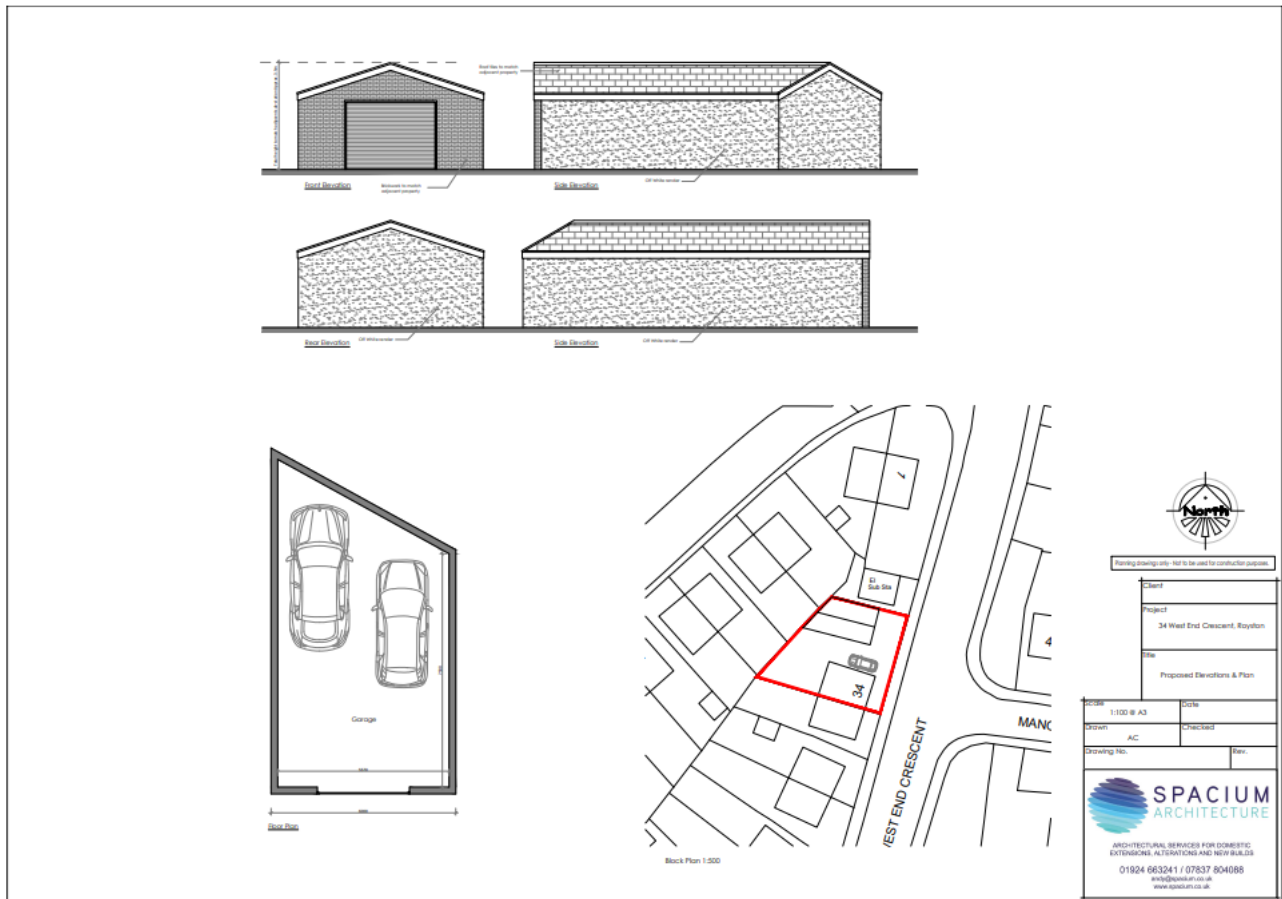
Relevant Planning History

No planning history

Proposed development

The applicant is seeking permission to remove the existing detached garage and to replace it with a new detached garage. The proposed garage would provide a pitched roof with a ridge height of approximately 3.5 metres and an eaves height of approximately 2.3 metres. A width of approximately

6 metres is proposed along with a total length of approximately 11.2 metres to the south elevation and approximately 7.9 metres to the north elevation. A garage door is proposed to the front elevation spanning approximately 3 metres. The garage is proposed to have a tiled roof and brickwork to the front elevation to match the site dwelling and 'Off White Render' to the west, north and south elevations.



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 in the adopted Local Plan which has no specific land allocation. Therefore, the following policies are relevant:

- ***Policy SD1: Presumption in favour of Sustainable Development.***
- ***Policy D1: High Quality Design and Place Making.***
- ***Policy GD1: General Development.***
- ***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 places.***

Consultations

No consultees were consulted on this application.

Representations

Neighbour notification letters were sent to surrounding properties. No representations were received.

Assessment

For the purposes of considering the balance in this application, the following planning weight is referred to in this report using the following scale:

- Substantial
- Considerable
- Significant
- Moderate
- Modest
- Limited
- Little or no

Principle of Development

Extensions and alterations to a domestic property and the erection of detached outbuildings in a domestic curtilage are acceptable in principle if they would remain subservient and would be of a

scale and design which would be appropriate to the host property and would not be detrimental to the amenity afforded to adjacent properties, including visual amenity and highway safety

Residential Amenity

Extensions and alterations to a domestic property are considered acceptable if the proposal would not adversely affect the amenity of neighbouring properties.

The proposed garage would be erected to the southeast of 3 and 4 West End Crescent. It is acknowledged some levels of overshadowing could occur to the rear amenity space of these neighbours. However, this is considered not to be detrimental given the existing detached garage has raised no issues and the proposed garage would only provide a 1 metre ridge increase. Furthermore, substantial boundary treatment is in place in the form of a rear fence and bushes which assist in screening the majority of the proposal. An electricity substation is located between the site and neighbouring properties to the north which screens the proposal and restricts any residential amenity impact northwards.

As such, this weights significantly in favour of the proposal.

The proposal is therefore not considered to result in significantly increased levels of overshadowing, overlooking or reduced levels of outlook and would not have an overbearing impact. The proposal is therefore considered to comply with *Local Plan Policy GD1: General Development* and would be acceptable regarding residential amenity.

Visual Amenity

Extensions and alterations to a domestic property are considered acceptable if they would 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 House Extensions and Other Domestic Alterations SPD states that a detached garages and outbuildings 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 and outbuildings should be single storey structures and the eaves height should not normally exceed 2.5 metres from ground level, whilst the ridge height should not exceed 4 metres.

The proposed garage would replace a similar existing garage. The proposed dual pitched roof form allows for a similar feel to the existing garage, limiting detriment to the visual amenity of the site. The proposal provides an increase in ridge height upon the existing garage of approximately 1 metre however remains single storey. This increase is not considered to provide a detrimental change to the massing of the street scene and does not exceed the 2.5 metres eaves height and 4 metres ridge height as outlined within the House Extensions and Other Domestic Alterations SPD. The height of the garage remains subservient to the host dwelling and is less dominant than the Electricity Substation found to the north of the proposal. The garage is not proposed forward of the existing garage which allows the proposal to remain subservient to the dwelling and maintains the existing street frontage line.

The use of brickwork to the front elevation and the tiled roof is welcomed as matching materials and the use of 'Off White' render to the side and rear elevations is accepted given evidence of render within the street scene.

This therefore significantly weighs in favour of the proposal.

The proposal is therefore not considered to significantly alter or detract from the character of the street scene and is considered to comply with *Local Plan Policy D1: High Quality Design and Placemaking* and would be acceptable regarding visual amenity.

Highway Safety

Existing parking facility provides enough parking for more than two parking spaces. The proposal maintains this parking facility. No concerns are therefore raised with regards to highway safety. This weighs significantly in favour of the proposed development.

The proposal is therefore considered to comply with *Local Plan Policy T4: New Development and Transport Safety* and would be acceptable regarding highway safety.

Planning Balance and Conclusion

In considering the above assessment, the proposed development is acceptable regarding residential and visual amenity, and highway safety. Although the proposal provides a larger garage than the existing garage, the proposal is considered to be more in keeping with the street scene through the use of matching materials and the increase in roof height is not detrimental to the character of the massing of the street scene. On balance, this application is therefore recommended for approval.

Recommendation

Approve with Conditions