
2024/0817

Applicant: Mr K Sinclair

Address: 35 Almond Croft, Wombwell, Barnsley, S73 0NL

Description: Erection of detached garage to rear of 2 storey semi-detached dwelling

Site & Location Description:

Located in a contemporary housing estate, towards the edge Wombwell, close to the Train station and leading off the B6096 Hough Lane, the dwelling is an unusually designed red brick semi-detached house. What makes the dwelling unusual in design is that the shared front elevation of the dwelling appears to be a single, large dwelling with a grey tiled, cross gable roof. A single front door belonging to no No.33 is situated on the front elevation, along with a small window to the left, whilst the larger, prominent bay window is part of the application dwelling, the entrance door is located on the right-side elevation of the building. The dwelling's curtilage features front, rear and side gardens/amenity space, with a parking space located within the front garden.



Planning History: None

Proposed:

The proposal is for the erection of a detached garage within the rear garden. The garage would be of an irregular shape with four sides of varying size, presumably designed to fit within the confines of the compact rear garden. Although not explicitly stated, it would be assumed access to the garage would be obtained via the side elevation of the dwelling. There would be a side entrance door on the left side elevation and garage style doors on the front elevation. Due to the proximity to the boundary treatments, the proposal would not be eligible for construction through permitted development rights.

Approximate Measurements:

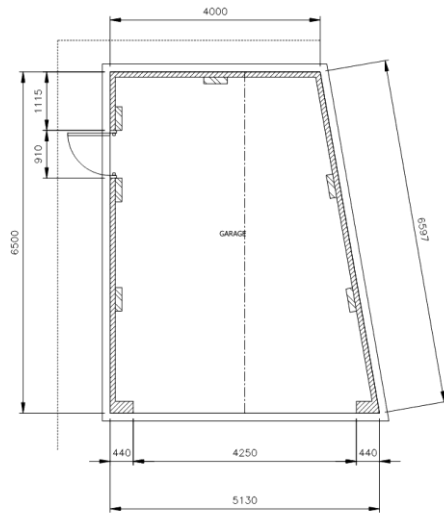
Proposed Garage

- **Left Side Elevation: 6.5m**
- **Right Side Elevation: 6.5m**
- **Front Elevation: 5.13m**
- **Rear Elevation: 4m**
- **Maximum Eaves Height: 2.41m**
- **Maximum Roof Height: 3.66m**

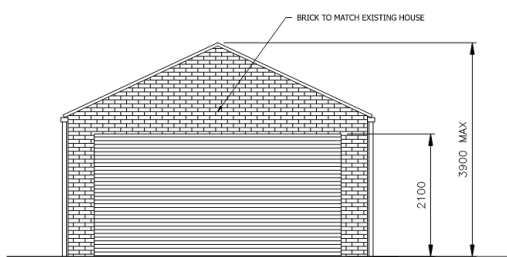
Curtilage

- **Gross Curtilage Size Gross: 203 sqm**
- **Net Curtalidge (excl. house): 164 sqm**
- **Area of Proposed Garage: 31 sqm**
- **Net Curtilage After Garage 133 sqm**
- **Rear Garden: 68 sqm**
- **Remaining Rear Garden: 37 sqm**

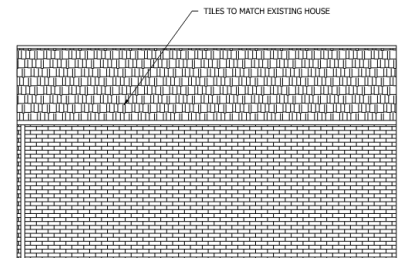
Existing and Proposed Floor Plans and Elevations



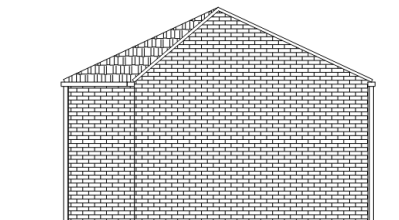
PROPOSED GROUND FLOOR PLAN
SCALE 1:100 AT A3



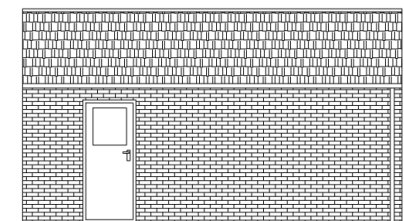
PROPOSED FRONT ELEVATION
SCALE 1:100 AT A3



PROPOSED SIDE ELEVATION
SCALE 1:100 AT A3



PROPOSED REAR ELEVATION
SCALE 1:100 AT A3



PROPOSED SIDE ELEVATION
SCALE 1:100 AT A3

Local Plan Designation: Urban Fabric

Conservation Area: No

Neighbour Representations:

Letters were sent to nearby addresses; No comments were received.

Consultees:

- **Highways DC:** The current parking provision would remain and be unaltered if access to the rear was garage constructed. Highways have confirmed that whilst the access would be tight, access would be possible, but any new surfaces used for parking access should be constructed in accordance with highways standards as set out in condition attached to the decision notice.
- **Forestry:** Although the tree survey was said to be lacking some important information, there remained enough information and it was determined that that the rooting impacts of the trees within the garden would be minimal, and the canopy heights would not be an issue regarding the type of building proposed.

Policy Context

Planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise and the 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 also 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 and are a material consideration in the decision-making process.

The Local Plan review was approved at the full Council meeting on 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.

NPPF

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. At the heart is a presumption in favour of sustainable development. Development proposals that accord with the development plan should be approved unless material considerations indicate otherwise. Where the development plan is absent, silent, 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, when assessed against the policies in the Framework as a whole; or where specific policies in the Framework indicate development should be restricted or unless material considerations indicate otherwise.

In respect of this application, relevant policies include:

Section 12: Achieving well-designed places -

The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. 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. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

Within section 12, paragraph 139 is the most relevant which indicates:-

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. Conversely, significant weight should be given to:

a) development which reflects 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; and/or

b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

Local Plan

In reference to this application, the following Local Plan policies are relevant:

GD1 - General Development – Development will be approved if there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents.

SD1 - Presumption in favour of Sustainable Development: When considering development proposals we will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.

D1 - High Quality Design and Place Making: Development is expected to be of a high quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and other features of Barnsley.

T4 - New Development & Highway Safety: New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement.

Supplementary Planning Documents (SPD)

House Extensions and Other Domestic Extensions

Principle of development

The site is located within land designated as Urban Fabric. Extensions to residential properties are considered acceptable where they do not have a detrimental impact on the amenity of surrounding residents, visual amenity and on highway safety.

Residential Amenity

Due to the compact size of the applicant's garden and proximity to the boundary with the neighbour at No.33, there would be some impact on the neighbouring dwelling but given the broader context of the area and what would be allowed through permitted development if located slightly further

away from the boundary, the impact of the proposal on the neighbouring dwelling would not be significant.

Any potential loss of light would be dwarfed by the existing impact of the very tall trees adjacent to the boundary with the application dwelling. Although the extension is only approximately 0.75m away from the relatively high boundary treatment, the eaves height is only 2.41m, less than the 2.5m maximum overall building height allowed if built directly adjacent (or within 2m) of the boundary allowable through permitted development. With a dual pitched roof and the maximum height of the proposal not extending 3.9m but measured on the plans as 3.66m, even at the largest size it would still fall within the height allowable through permitted development, if not constrained by the 2m boundary rule.

In further mitigation, the remaining three sides of the neighbour's garden, not facing the proposed garage are broadly open, with only a corner of a dwelling located 12m to the rear. If access to the rear garden is to be made by a motor vehicle this would require a suitable surface, as outlined by Highways DC, and any noise would have a minimal impact on neighbouring dwellings, as it would be passing in between the application dwelling's side elevation and the neighbours double garage block.

Given the size of the garage, it would occupy a large proportion of the rear amenity space which is not ideal for the residents of the dwelling, however, an outbuilding with a similar footprint could be built under permitted development rights (the proportion of the site taken by an outbuilding is assessed on the total site area, not just the rear garden). This garage only needs permission due to the height of the pitched roof. As such, a refusal could not be justified on the loss of the rear garden space.

As mentioned, due to the compact size of the rear garden and the significant size of the garage; to prevent overdevelopment through further outbuildings or extensions, and to protect the amenity of neighbouring dwellings, permitted development rights would be removed from the dwelling through a condition of the decision notice. In practice, this would mean any alterations, extensions and new outbuildings, including sheds and enclosures would require formal planning consent and would not be allowed to be undertaken through permitted development rights.

Visual Amenity

There have been no objections from neighbours but undoubtedly any form of large outbuilding may not be a desirable viewpoint for neighbouring dwellings. However, there are other outbuildings and garages across the estate of varying sizes and styles, and this proposal would not be extraordinarily prominent in comparison with those, especially the neighbouring double garage adjacent to their front elevation. Apart from the unusual footprint of the garage, the design is of a good standard, constructed of brick and featuring a dual pitched roof. Beyond the rear gardens of neighbouring dwellings, the outbuilding would have limited public visibility, especially from the front street scene of the cull-de-sac.

Given the comments above, visual amenity would be maintained in accordance with Local Plan policy D1.

Highway Safety

Highways DC have found the current standard of parking provision acceptable and would remain unaffected by the proposal. If new hard surfacing was to be constructed to access the rear garage, this would be required to be built to the specified Highways standard, as indicated on the decision notice.

Recommendation: Approve with conditions