

2023/0629

Mr Steve and Margaret Horner

58 The Green, Royston, Barnsley, S71 4JN

Erection of detached double garage to rear of dwellinghouse.

Site Description

58 The Green is a two-storey detached dwelling located in Royston and within an area that is principally residential. Royston Cemetery is located directly to the east with greenspace to the south and west, including a playground and Royston Green Common.

The Green has a variable street scene comprising a mix of dwelling types, including two-storey detached, semi-detached and terraced houses and detached bungalows of varying scale. The Green forms a cul-de-sac with properties aligned along its western side that are stepped following the slope of the street which descends north-to-south from the junction of The Green with High Street. Properties are mostly of a red brick construction with minimal examples of stone construction and featured design rendering. Pitched and hipped roofs are featured throughout and utilise grey and red concrete and slate roof tiles.

The applicant dwelling is of a red brick construction featuring a pitch roof utilising red concrete roof tiles. Garden space is located to the front, side and rear of the property and enclosed by concrete post and timber panelled fencing. A public footpath is located to the south with existing vehicular access taken to the west and between 56 and 58 The Green and leading to an existing single storey detached garage at the rear.



Planning History

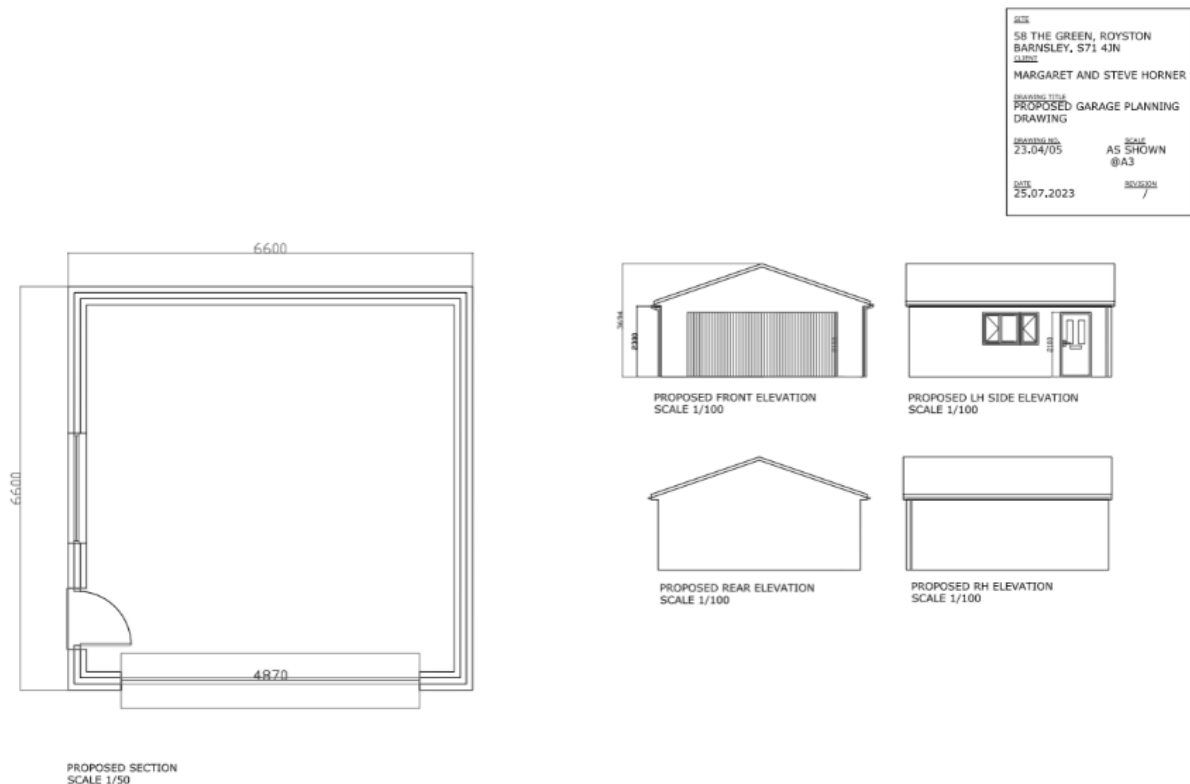
2015/1087 - Erection of a single storey rear extension to dwelling with raised decking to rear. – Approved with conditions.

Proposed Development

The applicant is seeking approval for the erection of a single storey detached double garage to the rear of the dwelling with a new access and driveway formed to the east of the property to be served by a new dropped kerb.

The proposed garage would have a width of approximately 4.87 metres (measured externally) and a length of 6.6 metres (measured externally). Internally, the garage would have an approximate width and length of 6 metres, creating 36 sqm of internal floor space. It would feature an apex roof with an approximate eaves and ridge height of 2.4 metres and 3.7 metres respectively and would be constructed of facing brickwork and concrete interlocking roof tiles.

An existing garage located to the west of the property would be removed and a proposed single storey rear extension would be erected under permitted development rights.



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.

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

A Forestry Officer, Highways DC and Public Rights of Way were consulted on the proposals. Highways DC offered no objections subject to conditions and the inclusion of an informative and Public Rights of Way offered no objections with a request to include an informative note. The Forestry Officer offered no objections with no requirement for specific conditions.

Representations

Neighbour notification letters were sent to surrounding properties, no objections or comments were received. The proposals were also advertised by way of a site notice and press notice, expiring 08/08/2023 and 11/08/2023 respectively.

Assessment

Principle of Development

The site falls within urban fabric which has no specific land allocation; however, the site and surrounding area is made up principally of housing; therefore, detached garages are considered acceptable where they do not have a detrimental impact on the amenity of surrounding residents, visual amenity, and highway safety.

Residential Amenity

Proposals for detached garages are considered acceptable where they do not adversely affect the amenity of neighbouring properties.

The SPD states that *'detached garages should be single storey structures and the eaves height should not normally exceed 2.5m from ground level and that in most cases it is not considered appropriate for detached garages to include dormer windows as a way of accommodating rooms in the roof space'*.

In this instance, the proposed garage would feature an apex roof with an eaves and ridge height of approximately 2.5 metres and 3.9 metres respectively with no provisions to include dormer windows.

The proposed garage would be located to the north-east of adjacent neighbouring property 64 The Green and to the south-east of adjacent neighbouring property 56 The Green. Generally, development located to the south, south-east or south-west of a neighbouring property will likely have a greater impact regarding overshadowing due to the movement of the sun path. As such, it is unlikely that 64 The Green would experience increased levels of overshadowing, but it is acknowledged that the rear garden space of 56 The Green could be impacted. An existing detached outbuilding located between the application site and 56 The Green is likely to contribute to existing levels of impact; however, as this is proposed to be removed and the new garage would be located further away from the boundary line, it is not considered that the proposals would result in a significant increase of overshadowing and it is expected that amenity levels would be maintained to a reasonable degree.

Regarding overlooking, loss of privacy and reduced outlook, the garage would be located to the south-east corner of the application site and would not be positioned in a way that would not directly obstruct any habitable room windows of neighbouring properties, therefore, not impacting levels of outlook. Moreover, a doorway and triple window would be located on the northern side elevation of the garage and whilst these provisions could result in increased overlooking towards 56 the Green due to no existing boundary treatment, a 2-metre-high fence could be erected under permitted development rights, if necessary, that would offer sufficient screening.

As such, the proposals are 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.

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

Visual Amenity

The SPD states that '*detached garages should relate sympathetically to the main dwelling in style, proportions, and external finishes.*'

In this instance, the proposed garage would be located to the side and rear of the original dwelling and would feature an apex roof that would sympathetically reflect the style and pitch of the roof of the original dwelling. External materials would match or be of a similar appearance to those used in the construction of the original dwelling, including red facing brickwork and grey/ red interlocking roof tiles.

The proposed garage would be visible from the public realm of The Green and built up to the boundary line adjacent to a public right of way located to the south of the application site; however, the garage would be set considerably back from the highway (approximately 27 metres) and would not be an overbearing nor prominent feature within the street scene of The Green where existing boundary treatments to the front of the dwelling would likely offer further mitigation. Southern boundary treatments are likely to offer some screening of the proposed garage from the public right of way and when considered alongside the adoption of sympathetic features and external materials, it is not considered that the proposals would unduly alter or harm the character of the surrounding area.

The proposals, therefore, are 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 benefits from an existing shared driveway and detached garage located to the western side and rear of the dwelling. The existing garage would be removed with the existing access and driveway replaced by new arrangements to the eastern side of the property. The proposed garage is of a sufficient size to meet modern requirements and would be served by a new driveway and dropped kerb access. No objections were raised by Highways DC, and it is considered that the proposals would appropriately replace existing arrangements and would continue to serve the property with sufficient off-street parking.

As such, the proposals would be considered acceptable and in compliance with *Local plan Policy T4: New Development and Transport Safety* and would be acceptable regarding highway safety.

Other Issues

Several trees are located within the curtilage of the adjacent cemetery to the rear (east) of the application site; however, after discussions with the Forestry Officer, it was confirmed that the trees were sufficiently distanced from the application site as not to be impacted by the proposed development, therefore, no objections were raised.

Recommendation

Approve with Conditions