

2021/1175

Garry Walker

Erection of detached garage (part retrospective)

343 Darton Lane, Darton, Barnsley

History

01/1387 - Erection of two-storey rear extension – Approved with conditions

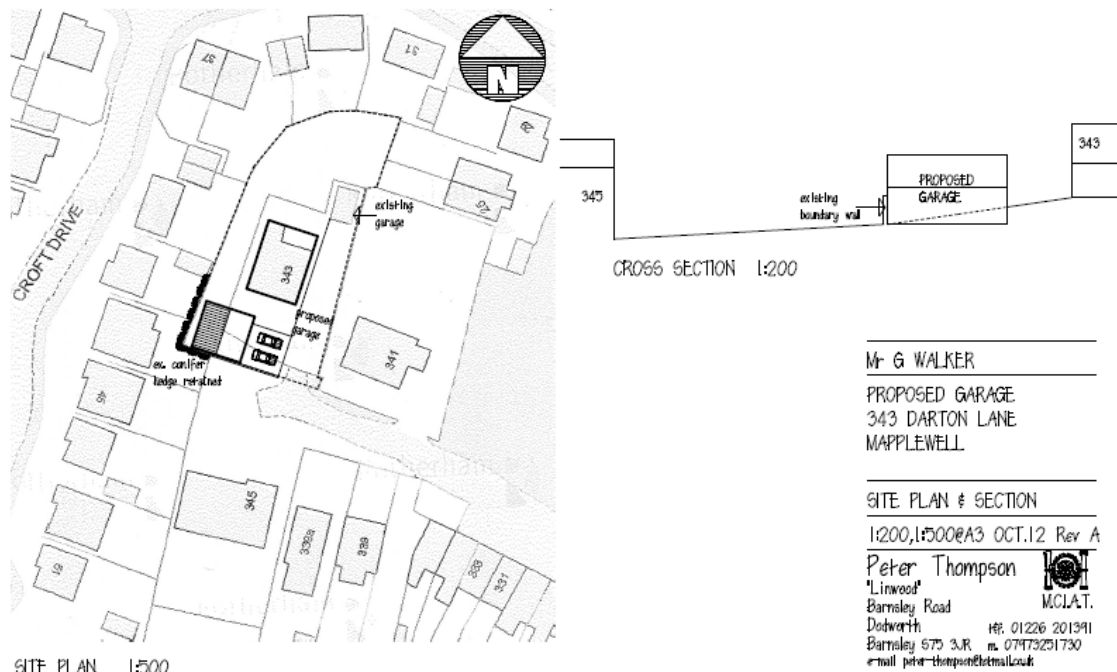
03/2158 – Erection of balcony to front of dwelling – Approved with conditions

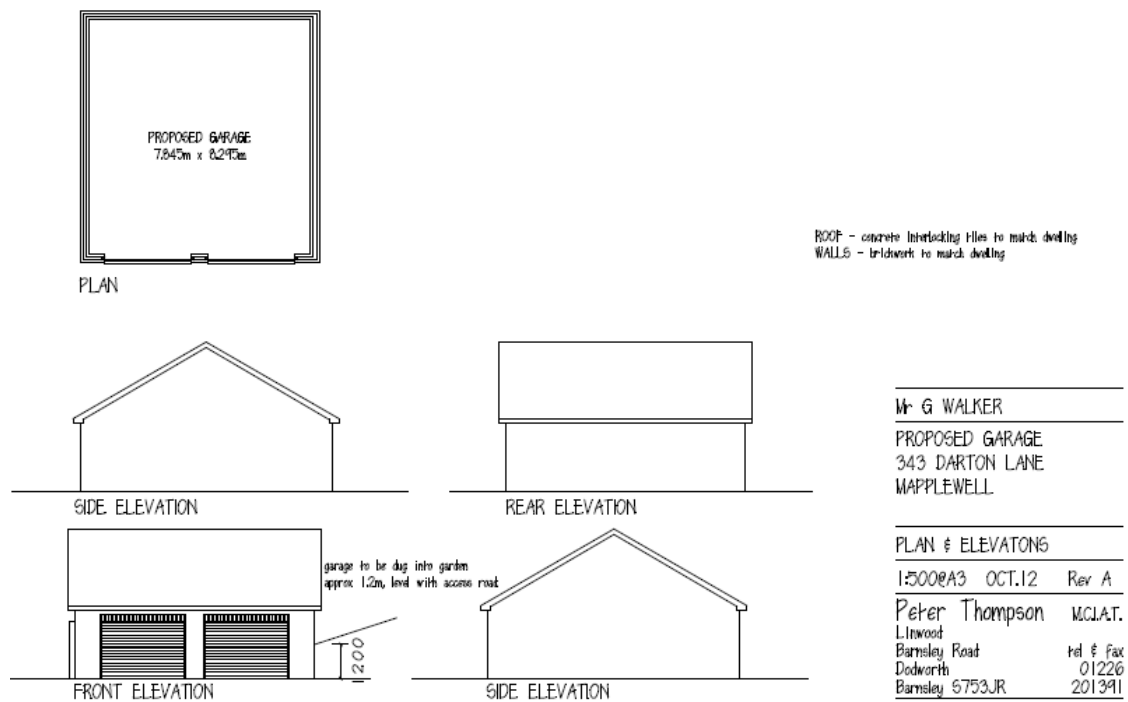
2012/1231 - Erection of front detached garage – Approved with conditions

2017/0372 – Erection of detached garage (amended plans) Approved with conditons

Approved plans for 2017/0372

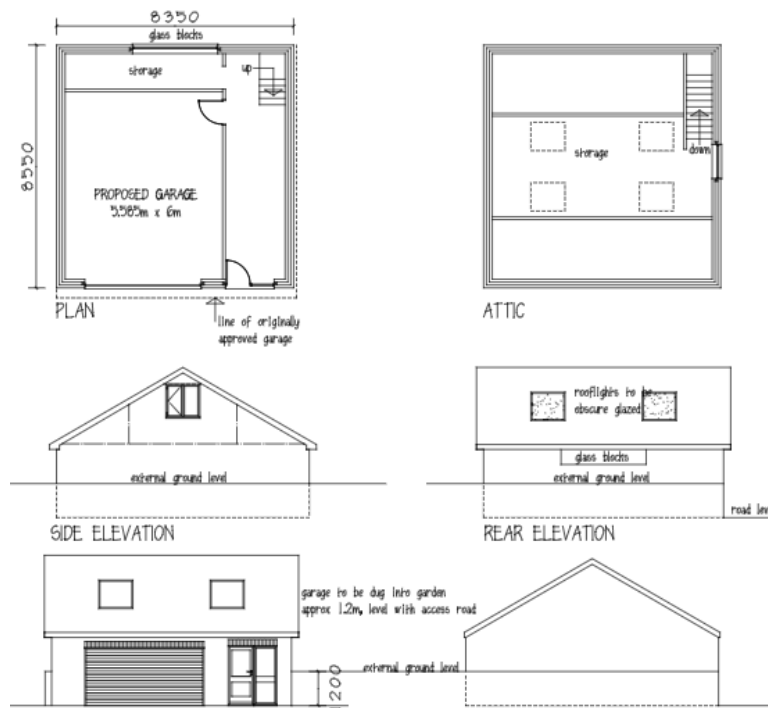
The proposed garage measured 8.5m in width, 8.9m in length, 2.4m to the eaves and 5.2m in total height.

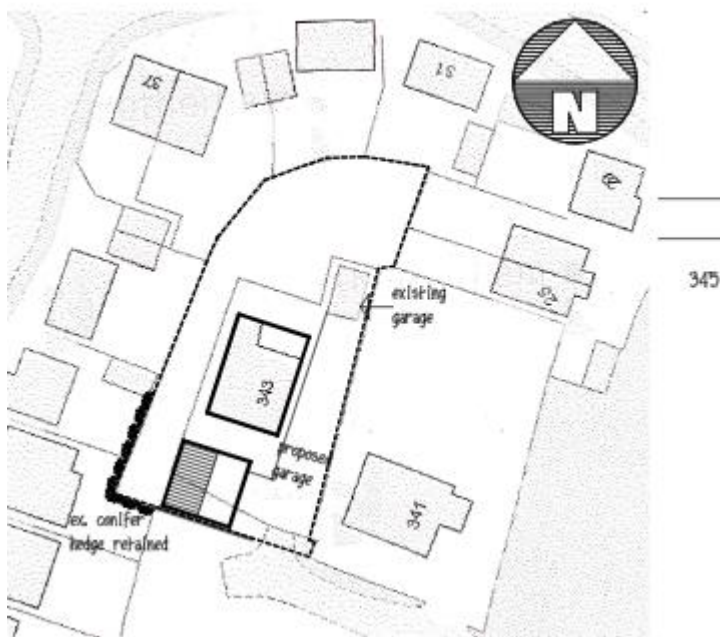




2020/0622 – Erection of detached garage (part retrospective) – refused and appeal dismissed.

Refused plans under 2020/0622





Description

The site is a large plot located at the end of a cul-de-sac off Darton Lane in Mapplewell. The site comprises a brick built dormer bungalow with a large stone built first floor gable fronted, enclosed veranda on the front elevation. The property has been designed with a pitched roof and is bound by a stone wall. There is a driveway located on the boundary with number 341, leading to a single storey detached garage. The property is set centrally within the plot with a large front garden.

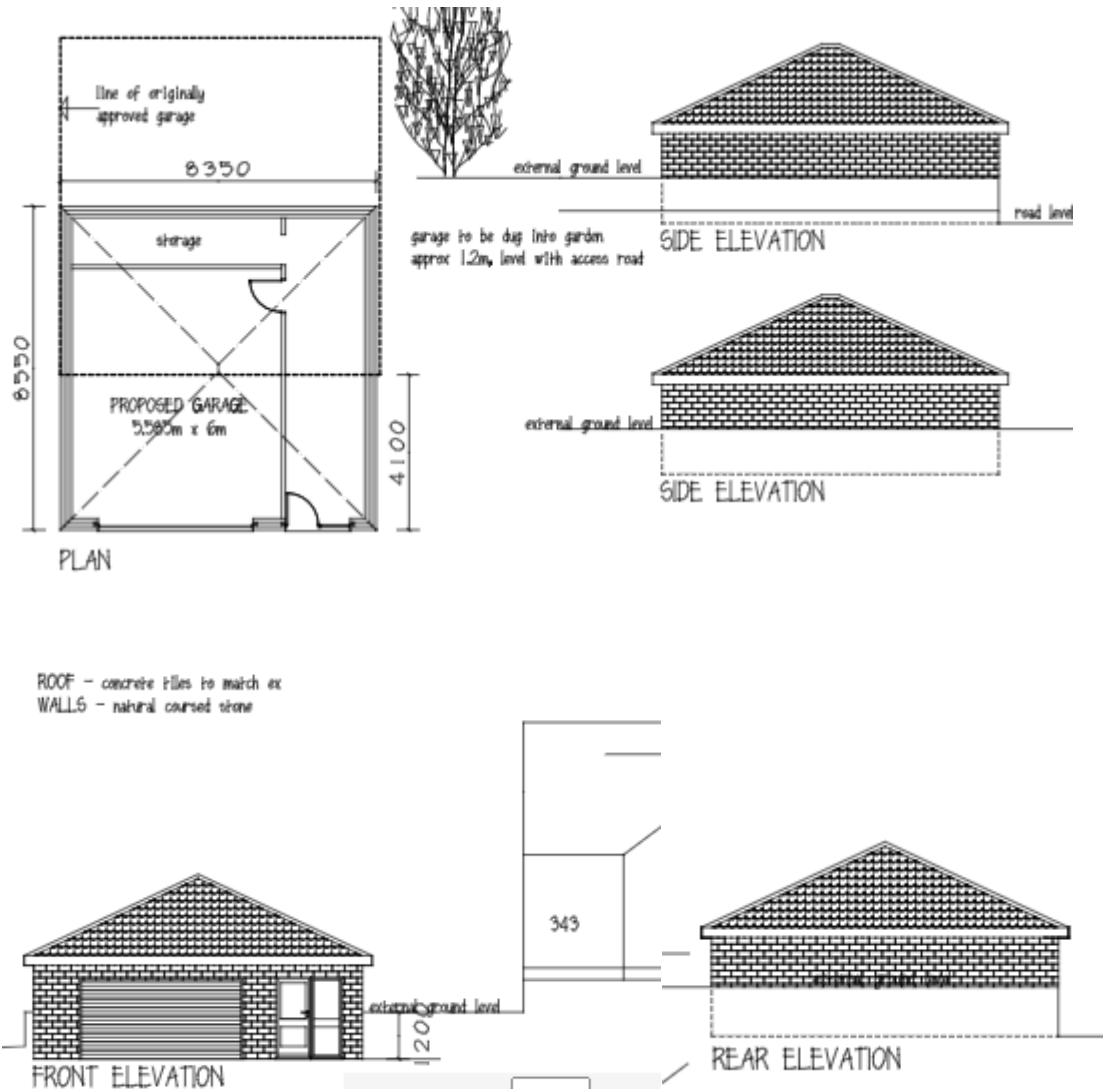
The site slopes to the south and east, with the neighbouring bungalow number 345 located adjacent at a lower level set well back away from the adjoining boundary, also with a large front garden area. There are properties to the east of the site which back onto the front garden located on Croft Drive. These properties and gardens are set at a much higher level than the site. This side boundary is bound by a row of conifers.

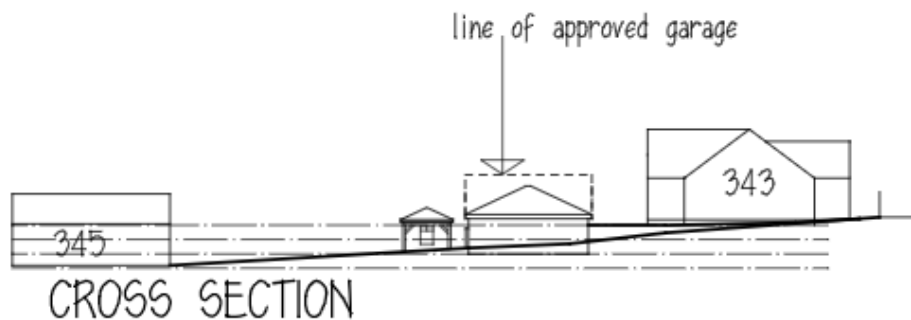
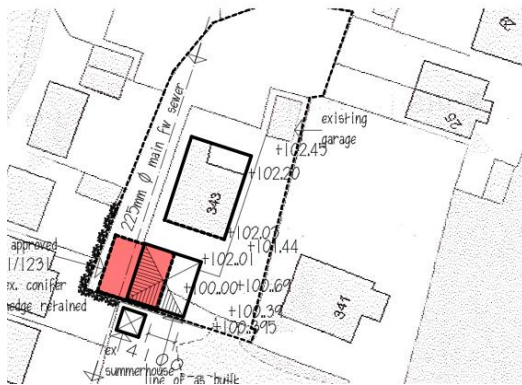


As can be seen from the pictures above, work already commenced on the scheme that was eventually refused and dismissed at appeal but has not been completed.

Proposed Development

The application seeks approval to utilise the base of the structure that has been built in the same position but to have a hipped roof with no rooms in the roofspace. Given the garage has been built into the ground it would result in the eaves of the dwelling being only 225mm above the summerhouse present in the garden area of the adjacent property and would be a reduction in the bulk of the roof compared to the previous applications. The plans proposed are shown below:





Policy Context

Planning decision 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 new Local Plan was adopted at the full Council meeting held 3rd January 2019 after it was found to be sound by the appointed Planning Inspector following the examination process. This means that it now takes on full weight for decision making process in planning law terms as the development plan for the Borough, superseding the remaining saved policies from the Unitary Development Plan (adopted in the year 2000) and the Core Strategy (adopted in 2011).

Local Plan

The site is allocated as Urban Fabric within the Local Plan Proposals Maps 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

Supplementary Planning Document: House Extensions and Other Domestic Alterations

The Supplementary Planning Document (SPD) sets out the design principles that specifically apply to the consideration of planning applications for house extensions, roof alterations, outbuildings & other domestic alterations and indicates that these developments:

1. be of a scale and design which harmonises with the existing building

2. not adversely affect the amenity of neighbouring properties
3. maintain the character of the street scene and
4. not interfere with highway safety.

In relation to garages and outbuildings, the SPD states:-

Detached garages 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 should be single storey structures and the eaves height should not normally exceed 2.5m from ground level. It is not considered appropriate for detached garages to include dormer windows as a way of accommodating rooms in the roof space but in some circumstances (e.g. where the garage is set within a large curtilage) it may be possible to utilise the roof space for ancillary accommodation/storage but not as an annex/granny annex. Where the privacy of neighbouring residents would not be compromised it may therefore be possible to install roof lights.

Consultations

Highways – No objections

Neighbours

An e-mail correspondence was had with one neighbour who raised concerns on the height of the proposal and sought clarification on the dimensions of the development

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. Extensions/alterations 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

The SPD states that detached garages should be single storey structures and the eaves height should not normally exceed 2.5m from ground level. The proposal meets with these guidelines and given the distance to neighbouring properties, with the properties to the rear being at a higher level, the proposal would not result in any significant overshadowing to neighbouring dwellings. No windows are proposed with only the garage door and a separate door to the front being the only openings. As such there would be no issues of overlooking to neighbouring dwellings.

Visual Amenity

The impact on visual amenity was the reason for refusal of the previous application (2020/0622) which was backed up by the dismissal of the Planning Inspectorate. The concern was that the size and scale of the structure would result in an overly prominent and discordant feature in the streetscene that wouldn't be seen as ancillary to the main dwelling. To resolve this, the amended scheme has reduced the height and bulk of the roof by changing it to a hipped roof and removing all rooflights. This does reduce the scale and bulk of the proposal when compared to the previous refusal.

The visual impact of the proposal also has to be compared to the previous approval, 2017/0372. A material start was made on that scheme but when they were starting construction works they discovered a pipe running across which led them to move the structure forward. The 2017/0372 scheme therefore remains a potential back-up to this proposal. Whilst that scheme had the garage further away from the road it was a higher and 'bulkier' structure and would be closer to the properties to the rear of the site. In comparison, this current proposal, although further forward, would be more 'low key' in appearance and would have less of an impact on neighbouring properties. Materials would match the existing dwelling and, as such, on balance, given the previous approval, and the changes made to the scheme that was refused, it is considered acceptable in terms of visual impact.

Highway Safety

The proposal is accessed via an existing entrance, with ample space to turn and park vehicles within the site. The highways implications of the development are minimal, as acknowledged by the highways section, and there are no objections on highway grounds.

Recommendation Approve subject to conditions