
2020/0622

Garry Walker

Erection of detached garage (part retrospective)

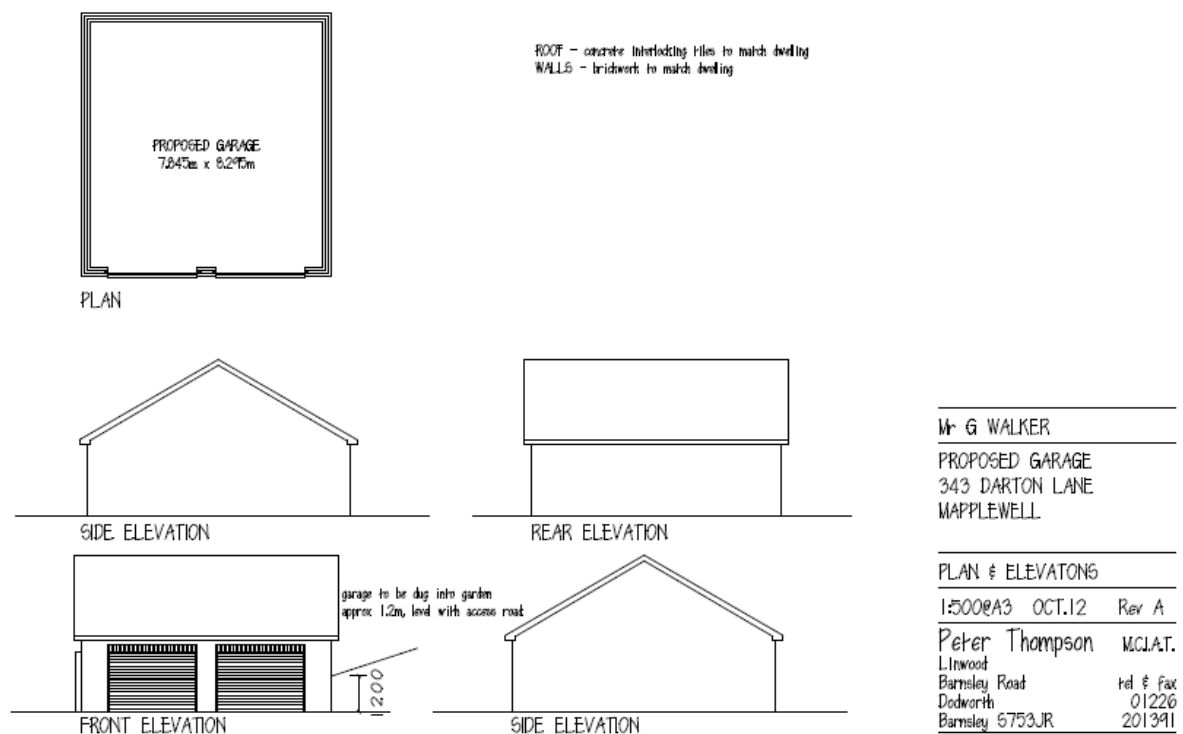
343 Darton Lane, Darton, Barnsley

History

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

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

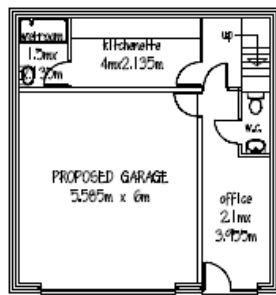
2012/1231 - Erection of front detached garage – Approved with conditions



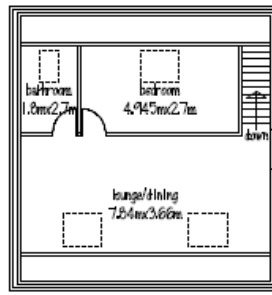
2017/0372 – Erection of detached garage (amended plans) Approved with conditons

The following plans were submitted but later amended due to concerns rasied from the Planning Officer as the proposal did not meet the requirements of the House Extension SPD

-

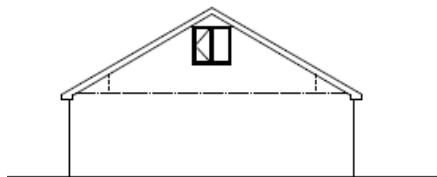


PLAN

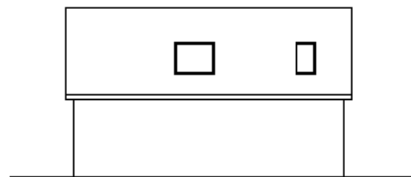


ATTIC

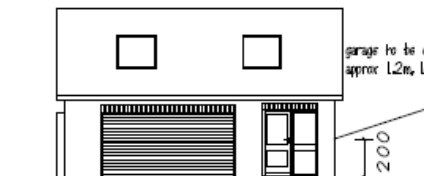
ROOF - concrete interlocking tiles to match dwelling
WALLS - brickwork to match dwelling



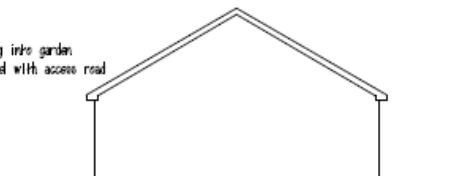
SIDE ELEVATION



REAR ELEVATION



FRONT ELEVATION



SIDE ELEVATION

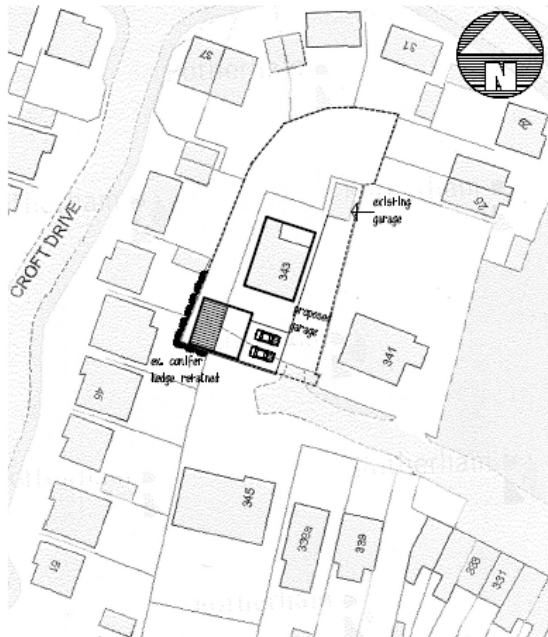
Mr G WALKER
PROPOSED GARAGE
343 DARTON LANE
MAPPLEWELL.

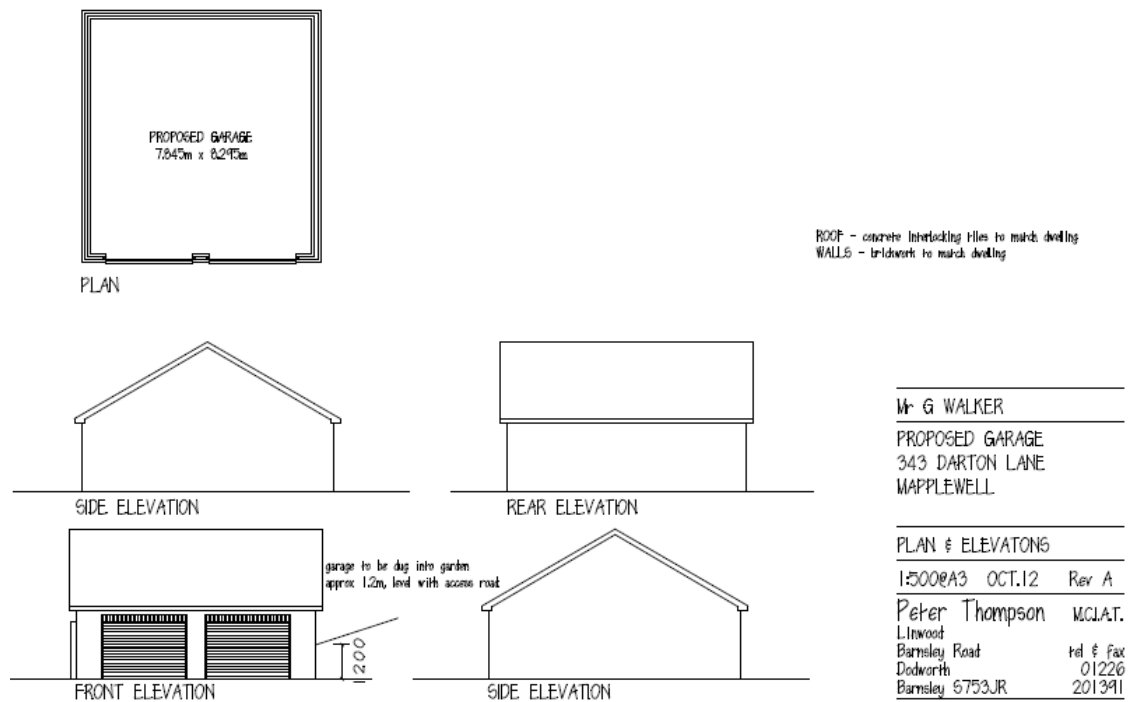
PLAN & ELEVATIONS

1:100@A3 OCT.12 Rev B
Peter Thompson MCLAT.
Linwood
Barneley Road
Dadworth
Barneley S753JR
Tel & fax 01226 201391

Approved plans -

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





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.



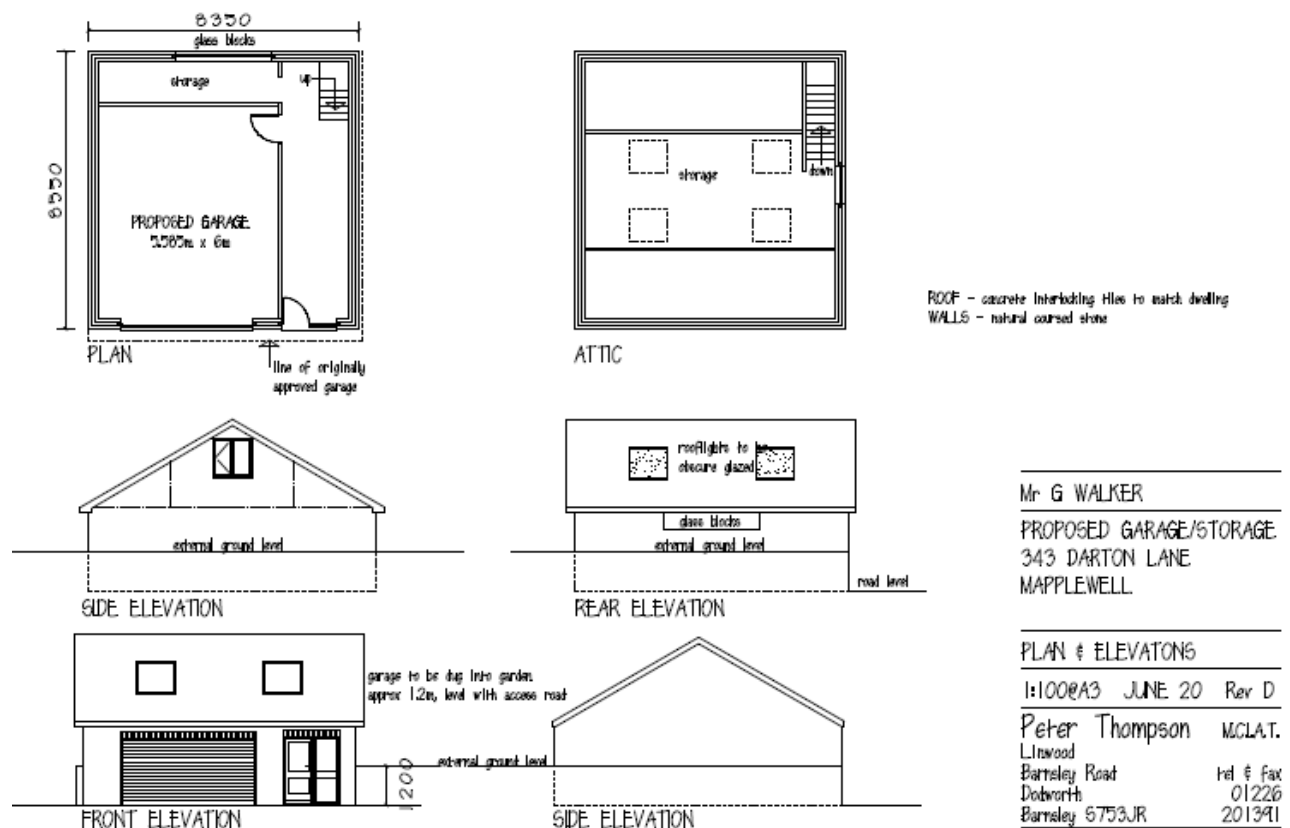


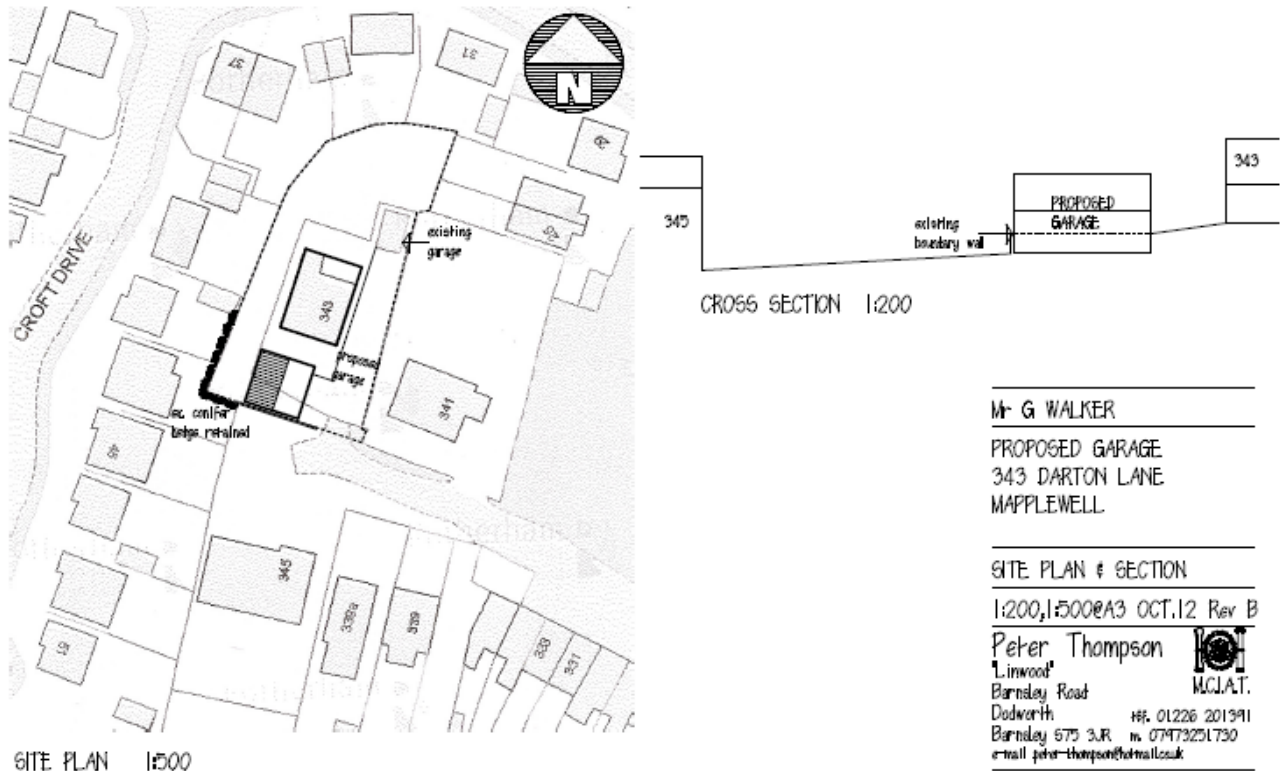
Proposed Development

The application seeks approval to erect a detached double garage with storage within the roofspace. The application is part retrospective and the proposed garage has been constructed up to roof level and the roof trusses are in place. The proposed garage is set in the front garden area.

The proposed garage measures approx 8.3m in width, 8.5m in length, 2.4m to the eaves and 5.2m in total height. Due to the land levels the garage will be dug into the garden by approximately 1.2m. The proposal differs to the previously approved application in that it is reduced in footprint by approx. 5sqm, however now includes a storage area within the roofspace and rooflights to the front and rear. The height and eaves height are to remain as previously approved. The garage has also been constructed approx. 4m further from the boundary with Croft Drive than the original permission, at a distance of approx. 6m.

The rear rooflights are to be obscurely glazed. There is also a single access door to the front with one large double garage door instead of two separate doors. Glass bricks are proposed to the rear elevation, to allow light to the storage area.





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 3th 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

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. We will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Policy GD1 General Development

Proposals for development will be approved if:

- There will be no significant adverse effect on the living conditions and residential amenity of existing and future residents;

- They are compatible with neighbouring land and will not significantly prejudice the current or future use of the neighbouring land;
- They will not adversely affect the potential development of a wider area of land which could otherwise be available for development and safeguards access to adjacent land;
- They include landscaping to provide a high quality setting for buildings, incorporating existing landscape features and ensuring that plant species and the way they are planted, hard surfaces, boundary treatments and other features appropriately reflect, protect and improve the character of the local landscape;
- Any adverse impact on the environment, natural resources, waste and pollution is minimised and mitigated;
- Adequate access and internal road layouts are provided to allow the complete development of the entire site for residential purposes, and to provide appropriate vehicular and pedestrian links throughout the site and into adjacent areas;
- Any drains, culverts and other surface water bodies that may cross the site are considered;
- Appropriate landscaped boundaries are provided where sites are adjacent to open countryside;
- Any pylons are considered in the layout; and
- Existing trees that are to remain on site are considered in the layout in order to avoid overshadowing.

Policy D1 High Quality Design and Place Making

Design Principles:

Development is expected to be of high quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and features of Barnsley, including:

- Landscape character, topography, green infrastructure assets, important habitats, woodlands and other natural features;
- Views and vistas to key buildings, landmarks, skylines and gateways; and
- Heritage and townscape character including the scale, layout, building styles and materials of the built form in the locality.

Through its layout and design development should:

- Contribute to place making and be of high quality, that contributes to a healthy, safe and sustainable environment;
- Complement and enhance the character and setting of distinctive places, including Barnsley Town Centre, Penistone, rural villages and Conservation Areas;
- Help to transform the character of physical environments that have become run down and are lacking in distinctiveness;
- Provide an accessible and inclusive environment for the users of individual buildings and surrounding spaces;
- Provide clear and obvious connections to the surrounding street and pedestrian network;
- Ensure ease of movement and legibility for all users, ensure overlooking of streets, spaces and pedestrian routes through the arrangement and orientation of buildings and the location of entrances;
- Promote safe, secure environments and access routes with priority for pedestrians and cyclists;
- Create clear distinctions between public and private spaces;
- Display architectural quality and express proposed uses through its composition, scale, form, proportions and arrangement of materials, colours and details;
- Make the best use of high quality materials;
- Include a comprehensive and high quality scheme for hard and soft landscaping; and

- Provide high quality public realm.

In terms of place making development should make a positive contribution to achieving qualities of a successful place such as character, legibility, permeability and vitality.

NPPF

Para 130 -Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions,

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.

An annex building, often referred to as a 'Granny Annex' may be permitted in a rear garden where it would not occupy a disproportionate amount of the garden and would not have its own separate access or garden area. An annex should normally have a close physical relationship with the host dwelling, be single storey and in all circumstances it should only have 1 bedroom and no more than 3 rooms in total.

Consultations

Highways – No objections

Neighbours

3 objections from residents of Croft Drive have been received which raise the following concerns:-

- Building works have commenced recently and it has just become apparent that the structure is following the original rejected plan. This structure now completely obliterates our rear aspect.

- It was not clear on the plans that the top of the structure would clear the height of the conifers by at least 6 feet.
- This is clearly not a garage but a dwelling with a garage beneath it.
- It is unacceptable that Mr Walker has not followed the plan approved by Barnsley Council during lockdown
- No objection to a standard garage
- Strongly object to the current building's height
- Concerns regarding windows overlooking adjacent properties
- Loss of light to home and garden
- Overbearing to home and garden
- When viewing the scale of the plans, resembling what was approved would suggest a total build height of around 4 metres, which would be in line with a single storey garage with a relatively low-pitched roof. However, the pitch of the roof is significantly steeper and taller, which heightens the overbearing nature of the build.
- Proposed windows to the side and rear will overlook.
- Noise impact if roofspace is used for living accommodation.

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. 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.

In terms of the impact on surrounding properties, the site is at a higher level than the adjacent bungalow at no. 345. However, there is an approximate 16m gap between the front of this property and the side elevation of the garage. Given the side elevation would be blank this distance, even with the change in levels, would be consistent with the space standards guidance between dwellings contained within the SPD.

In terms of the properties, off Croft Drive, these neighbouring properties are at a higher level and, with the conifer hedge being proposed to be retained, will predominantly only see the

roof of the dwelling. Whilst rooflights are proposed facing these properties the agent has indicated they are to be obscure glazed and as such there should be no loss of privacy to these neighbouring properties.

343 Darton lane is to the east of the site but it has its principal windows facing away from the development and given the distance to the garage, they would not suffer any significant loss of light or privacy..

Due to the nature and positioning of the proposal is not expected to cause any disproportionate overshadowing, overbearing impact or overlooking which is consistent with the advice in the adopted SPD.

Visual Amenity

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. It is not usually appropriate for a detached garage to be sited between the house and the road.

Planning permission was granted for a double garage at this plot in 2012 and 2017. However, that garage was set back further west in the plot and had only two garage doors on it. The current proposal has been moved further forward so it is more prominent in the streetscene and now covers the whole frontage of the existing property. The design has also changed with the addition of a front door and velux windows. This gives it the appearance more of a small bungalow rather than a double garage. Indeed, the floor space of the garage would meet the required floorspace for a 2 bed 3 person dwelling as set out in the South Yorkshire residential design guide. As such, due to its size, design, and positioning, the current structure results in an over-prominent and dominant structure in the street scene, unsympathetic to the host dwelling or the locality and is therefore contrary to Policy D1 and the SPD on House Extensions and other Domestic Alterations

In addition to the above, having been on site and looked at the applicant's photographs, there appears to be anomalies to what the plans show and what is currently under construction. Looking at the submitted site plan the back of the garage is shown to be behind the western elevation of the existing property but the photo supplied by the applicant shows the back of the garage to be in line with the western elevation of the property. This pushes the front of the garage further forward to be in line with the eastern elevation of the existing property making it more prominent on the streetscene. Furthermore, having a look at the photo of the side of the garage, the roof pitch looks a lot steeper than what is shown on Peter's drawings for the 2020 app which, whilst I can't really prove without actually measuring, does mean it could be higher than what is shown and again adds to its dominance, especially when viewed from No.345.

Given the above, assessing the garage on either the plans or what has been built, it is considered that the judgement is still the same that this is an over-prominent and dominant structure in the street scene, unsympathetic to the host dwelling or the locality and is therefore contrary to Policy D1 and the SPD on House Extensions and other Domestic Alterations

Highway Safety

Given the existing drive to the side of the property there is probably sufficient room for a car to go into the garage and reverse out onto the drive and then exit the site in forward gear without having to infringe on the public highway. As such it is considered that the highways

implications of the development are minimal and there are no objections on highway grounds.

Recommendation Refuse for the following reason

The proposed detached garage, due to its size, design, and positioning, appears as an overly prominent and dominant structure in the street scene, unsympathetic to the host dwelling or the locality. As such it is considered to represent poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, and is therefore contrary to Local Plan Policy D1, the SPD on House Extensions and other Domestic Alterations, and the design standards set out in the NPPF.