
2021/1590

Applicant: Mr Lee Forster

Description: Variation of condition 2 (approved plans) of planning permission 2021/0803 to add garages to plots 1-4 - Erection of 5no dwellings and associated works.

Address: Kilnglaye, 34 Westgate, Monk Bretton, Barnsley, S71 2DJ

Site Location and Description

An area of land set back from Westgate in Monk Bretton, measuring approximately 0.2 Hectares. The site has previously been used as a garden area for number 34 and contained remains of outbuildings, however, following on from the approval of application 2021/0803 work has commenced on the development.

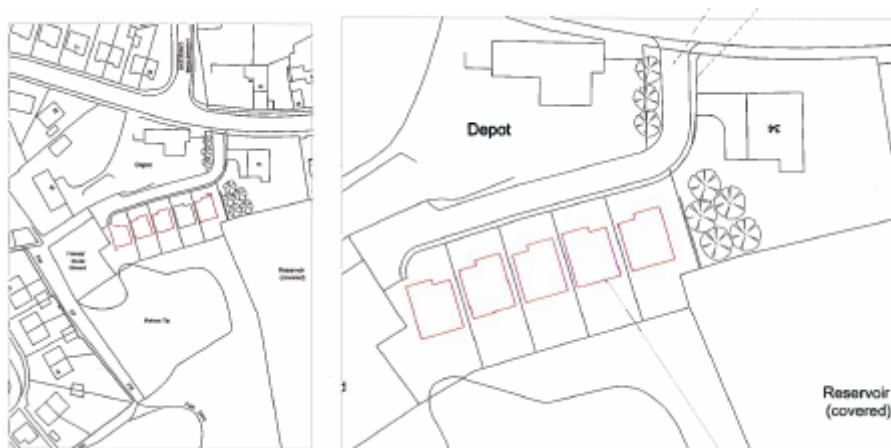
To the east of the site is a residential bungalow and associated gardens, to the West are residential properties, including an extended 'L' shaped bungalow in close proximity, to the South is a disused landfill site and covered reservoir and to the North is a depot with storage and office buildings, with Westgate beyond.



Site History

2007/1497 – Construction of access drive and drainage to enable future residential development – approved with conditions

2009/0562 – Erection of 5no. dwellings (outline) – Approved with conditions



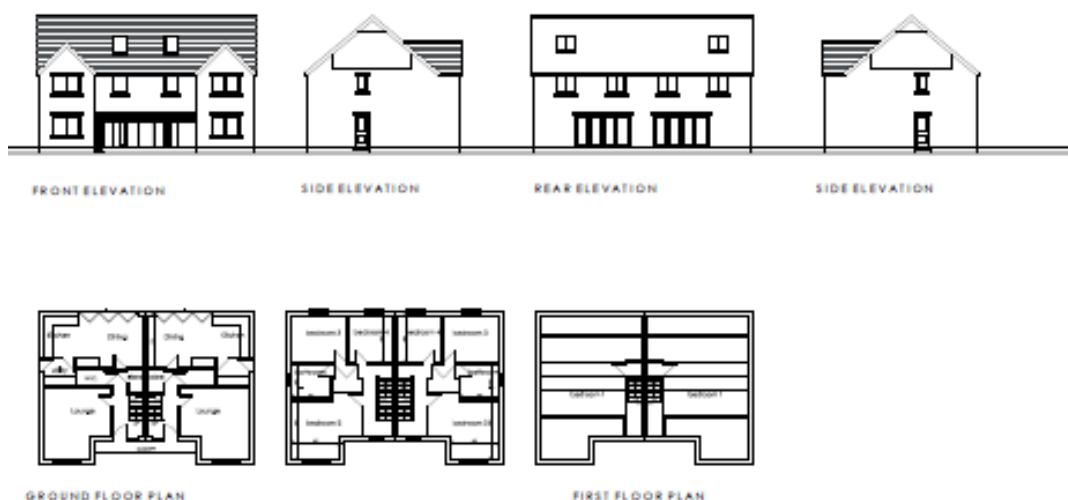
2010/1358 – Erection of 4no. detached dwellings and 1no. detached garage – Approved with conditions



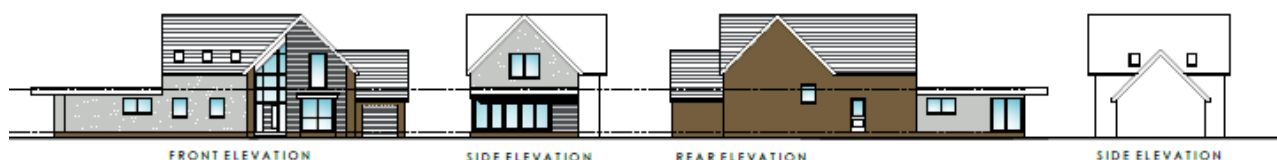
2021/0803 - Erection of 5no dwellings and associated works – approved subject to conditions



Plots 1-4



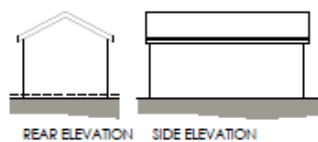
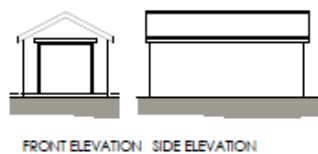
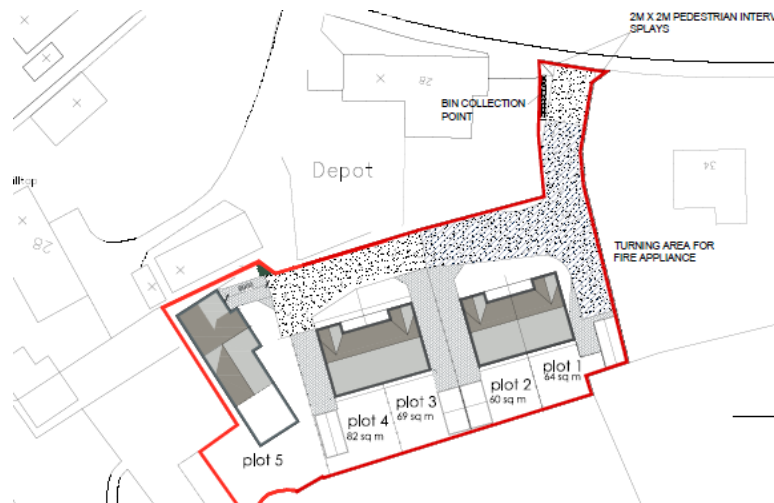
Plot 5



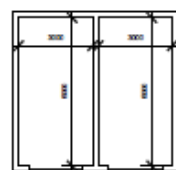
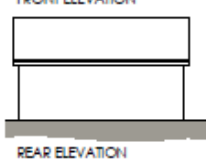
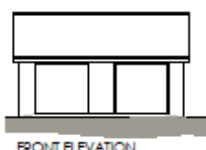
Proposed Development

Following on from the approval of application 2021/0803 the applicant now seeks to amend condition 2 (approved Plans) of that approval in order to add garages to plots 1-4, plot 5 would remain as approved. Plots 1 and 4 would have detached garages and plots 2 and 3 would have half of a pair of semi-detached garages each. The garages to plots 2, 3 and 4 would have an internal space of 3m x 6m and the garage to plot 4 would be 3.5m x 6.5m.

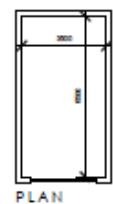
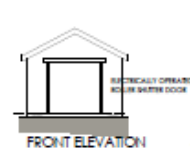
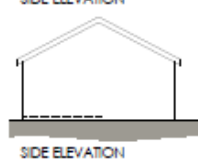
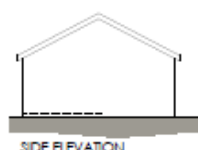
The garages would be constructed of materials to match the host property and have pitched, tiled roofs. The garages would be located at the ends of the previously approved driveways within the rear garden areas. Plots 2-4 would retain 2 car tandem drives plus the garages while plot 1 would have 1 no. dedicated parking space plus the garage. The garage of plot 1 has a larger internal space to meet the requirements set out in the South Yorkshire Residential Design Guide to be considered a parking space.



GARAGE PLOT 4



GARAGES TO PLOTS 2 & 3



GARAGE PLOT 1

Policy Context

The site is allocated as Urban Fabric within the Local Plan Proposals Maps and therefore the following policies are relevant:

Policy H1 The Number of New Homes to be Built

Policy H4 Residential Development on Small Non-Allocated sites

Policy H6 'Housing Mix and Efficient Use of Land'

Policy H9 'Protection of Existing Larger Dwellings'

Policy T4 New development and Transport Safety

Policy SD1 Presumption in favour of Sustainable Development

Policy LG2 The Location of Growth

Policy GD1 General Development

Policy D1 High Quality Design and Place Making.

Policy Poll1 Pollution Control and Protection

Policy BIO1 Biodiversity and Geodiversity

Policy CC1 Climate Change

Policy CC2 Sustainable Design and Construction

SPD's

Those of relevance to this application are as follows:

- Designing of housing Development
- Parking

Other

South Yorkshire Residential Design Guide

NPPF

The NPPF 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.

Paragraphs of particular relevance to this application include:

Para 7 - The purpose of the planning system is to contribute to the achievement of sustainable development.

Para 11 – Plans and decisions should apply a presumption in favour of sustainable development.

Para 91 - Planning policies and decisions should aim to achieve healthy, inclusive and safe places

Para 111 - Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Para 126 - The creation of high-quality 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.

Consultations

Highways – No objections

Ward Cllrs – No comments

Representations

21 neighbours were consulted on the application. No objections have been received.

Assessment

Principle of development

The site is allocated as Urban Fabric within the Local Plan. Local Plan policy H4 'Residential Development on small Non-allocated sites' states 'proposals for residential development on sites below 0.4 hectares will be allowed where the proposal complies with other relevant policies within the plan.

All new dwellings proposed must ensure that living conditions and overall standards of residential amenity are provided or maintained to an acceptable level both for new residents and those existing, particularly in respect of the levels of mutual privacy. In addition, development will only be granted where the development would maintain visual amenity and not create traffic problems or prejudice the possible future development of a larger area of land.

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.

Residential amenity

Only the garage proposed to plot 1 is adjacent to an existing neighbouring property or its private amenity space. Even so, that garage is set adjacent to the South Western corner of the garden of number 34 Westgate and is set away from the neighbouring dwelling itself, as such, it would not significantly increase overshadowing or be an overbearing feature.

The proposed garages would be adjacent to the private amenity spaces of the neighbouring approved plots and within close proximity to the shared side boundaries. However, the side elevations of the garages have modest eaves heights and roofs which would slope away from the shared boundary, therefore, overshadowing would not be significant and the addition of the garages would not result in overbearing features.

The proposed garages would occupy part of the plots which were previously approved as rear garden areas. Despite the loss of garden space, each property would still accord with SPD 'Design of Housing Development' in that they would retain at least 60m² of garden space.

Visual Amenity

The site overall is in a relatively non prominent position to the rear of buildings fronting Westgate. The proposed garages are also in relatively non-prominent positions within the site its self with them being located to the rear of the approved dwellings.

In any case the proposed garages relate sympathetically to the approved dwellings in style, proportions and external finished, as such, visual amenity levels would be maintained to a reasonable degree in accordance with Local Plan Policy D1 and the SPD.

Highway Safety

The proposed amendment leads to an increase in drive provision for plots 2,3 and 4, as such, they have 2no. in curtilage parking spaces plus the garage. There is a reduction of in curtilage parking spaces for plot 1 from 2no. spaces to 1no. space, however, the garage size for plot 1 is greater than other plots and in line with the SYRDG guidance and can be counted as a parking space.

Although no new swept path details are provided to support the amendment of the length of turning head adjacent to plot 1, Highways have assessed the revised site plans and raised no objections.

Conclusion

Taking into account the relevant development plan policies and other material considerations, it is not considered that there are any significant and demonstrable adverse impacts that would outweigh the benefits associated with the granting of planning permission for the revised scheme. The proposal therefore complies with the development plan as a whole and the advice in the NPPF.

As such the scheme is considered to accord with policies and guidelines and is recommended for approval.

Recommendation

Grant planning permission subject to conditions