
2024/0645

Mr John Mee

79 Barnsley Road, Dodworth, Barnsley, S75 3JS

Erection of detached garage and 1.7-metre-high boundary wall (Amended Plans and Description).

Site Description

The application relates to a relatively small plot located on the west side of Barnsley Road near the junction with Mitchelson Avenue and in an area that is principally residential characterised by two-storey dwellings of a similar scale and appearance. Dodworth Primary School is located to the east of and opposite the application site.

The property in question is a two-storey end-of-terrace dwelling constructed of brick with a pitched roof with grey roof tiles. The property features a ground floor flat roofed bay window to the front and is bounded by varying hard surfaces to the front, side and rear. The application site is bounded by timber fencing to the sides with a low brick wall to the rear and a larger brick wall to the front. The site is accessed by an existing dropped kerb off Barnsley Road.



Planning History

There is one previous application associated with this site.

- 1. 2023/0266 – Erection of detached double garage to side/front of dwelling. – Refused.

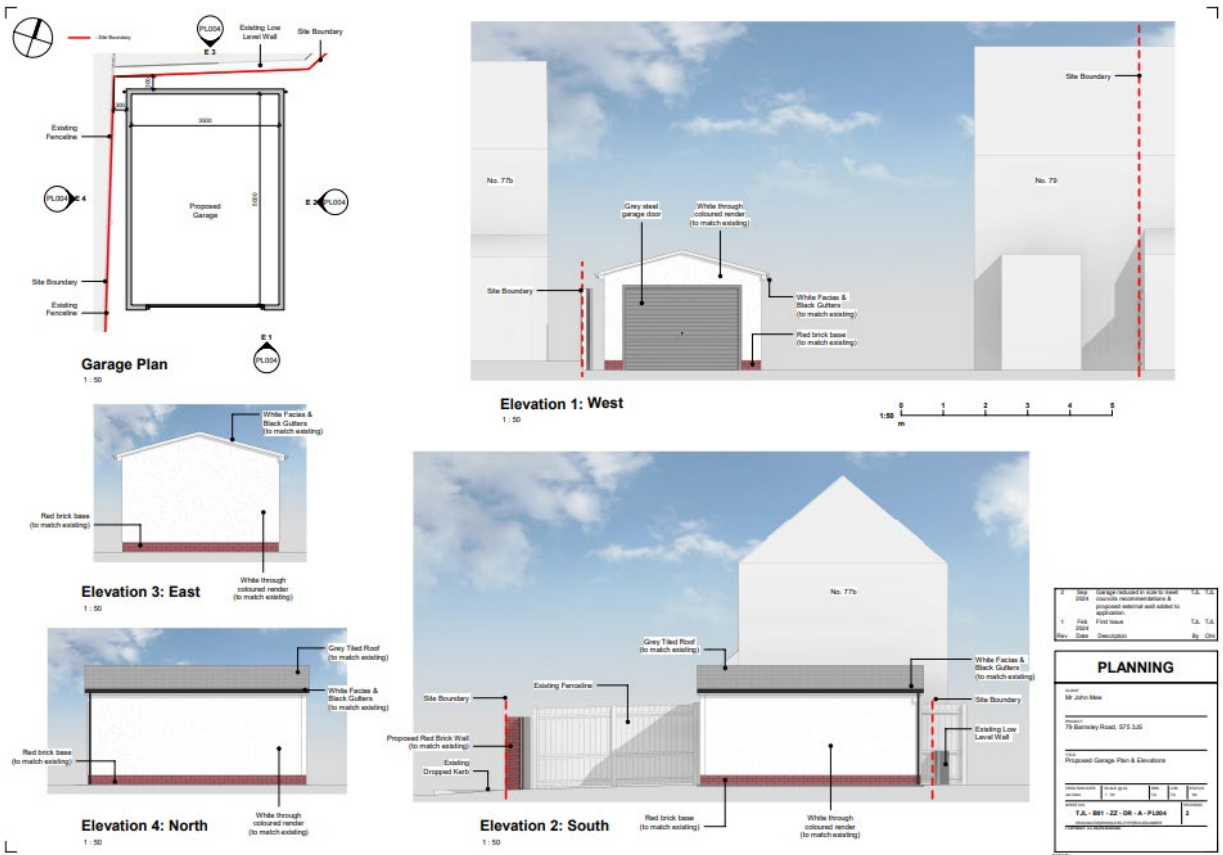
Proposed Development

The applicant is seeking permission for the erection of a single storey detached garage, and the erection of a 1.7-metre-high boundary wall which is part constructed.

The proposed garage would measure approximately 3.7 metres by 5.2 metres externally and 3.5 metres by 5 metres internally. The garage would adopt a gable pitched roof with an approximate eaves and ridge height of 2.4 metres and 2.9 metres respectively. The garage would be rendered white on all elevations with a brick plinth and grey tiled roof.

The proposed 1.7-metrehigh boundary wall has been partially erected and is constructed of red brick. The wall would also feature grey fencing panels.

During the application process, the proposal was amended to reduce the scale of the garage to address visual amenity concerns and to retrospectively add the erection of a front boundary wall. A sliding gate was also removed from the proposal to address highway safety concerns.





3D View 1



3D View 2



3D View 3



3D View Locations

1 : 300

3	CD	Setting gates installed	T.A.	T.A.
2	CD	Garage reduced in size to meet	T.A.	T.A.
2	CD	Garage recommendations & proposed external wall added to application	T.A.	T.A.
1	PA	First issue	T.A.	T.A.
Rev	Date	Description	By	Draw
Planning				
Project: MR 2021 M06				
Address: 7/10 Barnesley Road, S70 3LS				
Title: Proposed 3D Views				
Drawn by:	1: 100	1: 200	1: 300	1: 500
Scale:	1: 100	1: 200	1: 300	1: 500
Scale:	T.A.	MR 22	DR	PL 000
Scale:	1			1

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 in the adopted Local Plan which has no specific land allocation. 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(s)

- ***House Extensions and Other Domestic Alterations.***
- ***Parking.***

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 and beautiful places.***

Other Material Consideration

- ***South Yorkshire Residential Design Guide 2011.***

Consultations

Highways DC – No objection subject to conditions.

Representations

Neighbour notification letters were sent to surrounding properties and a 14-day rec-consultation was undertaken due to amended plans and an amended description. One objection was received from one address.

The following concerns which are material planning considerations were raised:

- Vehicles exiting the existing and proposed parking spaces do not have the required visibility splays and the proposed 1.7m high wall will be unsafe to passing pedestrians and vehicles on the B6449.
- The proposed garage does not meet the requirements of the SPD, that is, the garage should be 3.5m x 6.5m.
- The proposal will mean vehicles will need to reverse onto the B6449, which is unacceptable. Currently the driveway has space however, if a garage is built there then there will be no space to turn the car, and this will mean he will have to reverse onto a very busy road which leads onto the motorway and is always constantly used even in off peak hours.
- The garage is proposed to be render; this does not reflect the host property.
- Highway safety is a concern as there is a junior and infant school across from the property and parents' park on the main road outside 79, 81 and 83 Barnsley Road and children walk past the already built wall which has not had planning permission.

Assessment

Principle of Development

Extensions and alterations to a domestic property and the erection of detached garages in domestic curtilages are acceptable in principle if they would remain subsidiary and would be of a scale and design which would be appropriate to the host property and would not be detrimental to the amenity afforded to adjacent properties, including visual amenity and highway safety.

Residential Amenity

Extensions and alterations to a domestic property and the erection of detached garages in domestic curtilages are considered acceptable if they would not adversely affect the amenity of neighbouring properties.

The proposed garage would be erected to the north of the blank gable elevation of 77b Barnsley Road and to the south-east of the rear curtilage of 46 Mitchelson Avenue. It is acknowledged that some overshadowing could occur. However, any potential impact would likely be limited to the southernmost part of rear curtilage of 46 Mitchelson Avenue which is likely to experience some existing overshadowing due to existing surrounding development. The garage would adopt a modest scale which has been significantly reduced during the application process, and the eaves and ridge height of the roof of the garage would be in accordance with the House Extensions and Other Domestic Alterations SPD. The western boundary wall could be built up to 2-metres-high without a requirement for planning permission and could offer some mitigation in the future if required. Any potential overshadowing impact from the proposed front boundary wall would likely be limited to the curtilage of the application property.

While less than 12 metres would be maintained between the rear gable elevation of the proposed garage and the rear habitable room windows of 46 Mitchelson Avenue, levels of outlook would likely be maintained to a reasonable degree. The western boundary wall could be built up to 2-metres-high without planning permission and would likely result in a similar level of impact.

The proposal would not result in increased levels of overlooking or loss of privacy and would provide some additional screening of existing amenity areas providing some benefit to the occupant(s) of the application property.

The occupant(s) of 46 Mitchelson Avenue were notified of this application and no objections were received. Considering the above, the proposal is therefore not considered to result in significantly increased levels of overshadowing, overlooking and loss of privacy or reduced levels of outlook and would not have an overbearing impact.

The proposal would not take up a disproportionate amount of the available amenity space that can be used by the occupant(s) of the application property. However, to protect the remaining space, permitted development rights will be removed.

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

Visual Amenity

Extensions and alterations to a domestic property and the erection of detached garages in domestic curtilages are considered acceptable if they would not significantly alter or detract from the character of the street scene. Proposals should also sympathetically reflect the style and proportions of the existing dwelling.

The proposed garage and front boundary wall would be visible from the surrounding public realm and would be prominent features in the street scene.

The boundary wall is constructed of brick and replaces a previous low-built stone wall with timber fencing immediately behind. The scale of the brick wall is similar to that of the previous fencing and its design and materials would generally be in keeping with the surrounding area. It is proposed that the wall would also feature grey fencing panels. While the grey fencing would not necessarily reflect the surrounding local character, the brick wall would remain as the dominant element and is therefore not considered to significantly alter or detract from the character of the street scene.

During the application process, an objection raised concerns that the rendering of the garage would not reflect the appearance and character of the application property. However, light-coloured render is commonly utilised throughout the street scene of Barnsley Road and the broader locality. The rendering would therefore not significantly alter or detract from the character of the street scene and is considered acceptable. Moreover, while the garage would be visible from the surrounding public realm, its prominence would be lessened due to the screening that would be provided by the front boundary wall. The garage would also adopt a sympathetic form and features, including a gable pitched roof with grey roof tiles and a modest scale that would sympathetically reflect the proportions of the application property.

The proposal is therefore considered to comply with *Local Plan Policy D1: High Quality Design and Placemaking* and would be acceptable regarding visual amenity.

Highway Safety

During the application process, the proposed garage was amended to significantly reduce its size. The revised garage would have internal dimensions of approximately 3.5 metres by 5 metres which would fall below the minimum requirement of 3 metres by 6 metres to be classed as a parking space. However, the reduced garage size results in a larger driveway that could accommodate a minimum of two off-street parking spaces with dimensions of 2.5 metres by 5 metres in accordance with the parking SPD. There would also be space available within the application site for vehicle turning.

The boundary wall has been erected with an access opening of approximately 4 metres wide which would allow for the required pedestrian visibility splays to be achieved. The height of wall would also be similar in height to the previous fencing.

A Council Highways Engineer was consulted on the application. While no concerns have been raised in relation to off-street parking and visibility, the sliding gate was identified as an area of concern due to the potential of waiting vehicles that could cause an obstruction to vehicles and pedestrians. This concern is compounded by the fact that there is a bus stop immediately opposite the application site and parking restrictions in place due to a nearby school. Subsequently, the sliding gate was removed from the proposed scheme which would address the concerns of the Highways Engineer. A further response was received acknowledging the removal of the gate and outlining no objections subject to conditions. However, the only recommended condition to be included will be the condition in relation to visibility splays. This condition will be included with amended wording. The other recommended conditions will not be included as it is considered that they do not meet the tests required in that the conditions are not considered to be necessary or relevant to the development to be permitted.

The proposal is therefore considered to comply with *Local Plan Policy T4: New Development and Transport Safety* and would be acceptable regarding highway safety.

**Recommendation -
Approve with Conditions**