

2023/0285

Mr Tom Parry

Southfields, Lingard Street, Old Town, Barnsley, S75 2SW

Erection of a single detached garage to side of dwellinghouse.

Site Description

Southfields is a large, brick-built, detached dwelling located to the rear of 19 and 21 Lingard Street. The site is accessed off Lingard Street and adjacent to no.19 via an access road lined by trees either side. The surrounding area is principally residential with dwellings found in all directions; a small area of woodland (Swift Street Site) is located immediately South, and the Huddersfield Road Conservation Area to the East. The site is bounded by brick-built walls and high timber fencing along its North and West elevations.

The existing street scene is somewhat varied, including the use of external materials comprising of brickwork, stonework, timber cladding, render and grey and red roof tiles, alongside design features such as canopies, bay windows and dormers. Southfields utilises red brick, blue slate roof tiles and timber truss detailing, alongside design features such as bay and oriel windows, and a balcony.



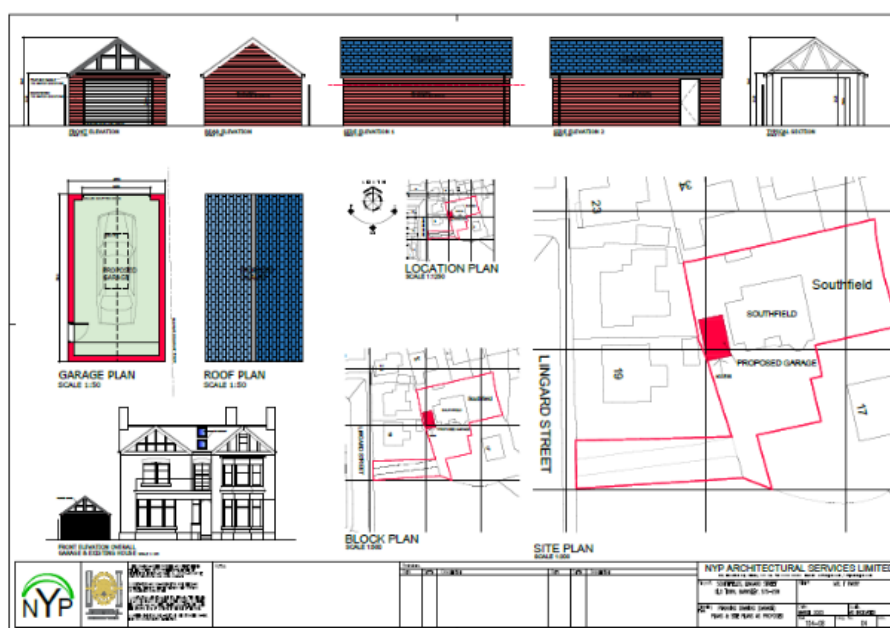
Planning History

There is no previous planning history associated with this site.

Proposed Development

The applicant is seeking approval for the erection of a detached garage to the side of the dwelling and two roof lights located within the roof plane on the South elevation.

The proposed garage would have an approximate width of 4.35 metres and an approximate length of 7.5 metres; internally, these measurements would be 3.85 metres and 7 metres respectively. The proposed garage would utilise a gable roof with matching truss design and have an eaves and ridge height of approximately 2.36 metres and 3.94 metres respectively. External materials would match those used within the construction of the original dwelling, including brickwork and blue slate roof tiles.



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

Supplementary Planning Document: 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 places.***

Consultations

No consultees were consulted on this application.

Representations

Neighbour notification letters were sent to surrounding properties, no objections or comments were received.

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 outbuildings 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 detached garage would be of a single storey utilising an eaves height of approximately 2.36 metres and no provisions for dormer windows.

The proposed garage would utilise a restrained ridge height of approximately 3.94 metres and its general scale is considered sufficient to meet the standards for parking design and is therefore, not considered to be overbearing, especially in the context of good boundary treatments and existing outbuildings adjacent to the site and to the rear of neighbouring properties. As such, there is not likely to be a significant increase of overshadowing from the proposed development, especially in the context of large trees located to the South-East in relation to the Sun path.

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 most cases, it will not be appropriate for a garage to be sited between the house and the road.'* In this instance, the proposed detached garage would be slightly forward of the principal elevation; however, it would not be between the house and the road. The proposed garage would benefit from a significant set-back from the highway (Lingard Street) and would be tucked away between the applicant dwelling and neighbouring properties; as such, it would not be a dominant feature within the street scene.

Moreover, the SPD states that *'materials should normally be of the same size, colour and texture as to the existing house or as close a match as possible; materials specifically used for a dormer should minimise cladding to the front and utilise same or similarly coloured materials as to the original roof to the sides, unless glazed.'* In this instance, the proposed detached garage would utilise materials that would match or be similar in appearance to those used within the original dwelling, including brickwork, blue slate roof tiles and matching truss design.

Additionally, the proposals include provisions for the placement of two roof lights within the roof slope on the South elevation of the dwelling. The proposed roof lights would be centrally located, aligning vertically, maintaining some level of symmetry and balance to the principal elevation. As such, the proposed roof lights are not considered to be an overbearing feature that would detract from the character of the original dwelling,

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 location of the proposed detached garage would be sited slightly forward of the principal elevation and to the side of the dwelling in an area underutilised at present that is setback and tucked away from the main highway (Lingard Street). Therefore, the proposed erection of a detached garage would not result in any loss of existing off-street parking provision and is unlikely to increase levels of obscurity or distraction that would be to the detriment of highways safety.

The proposals, therefore, would be considered acceptable and in compliance with Local plan Policy T4: New Development and Transport Safety.

Recommendation

Approve with Conditions