
2022/0180

Mr M Millar

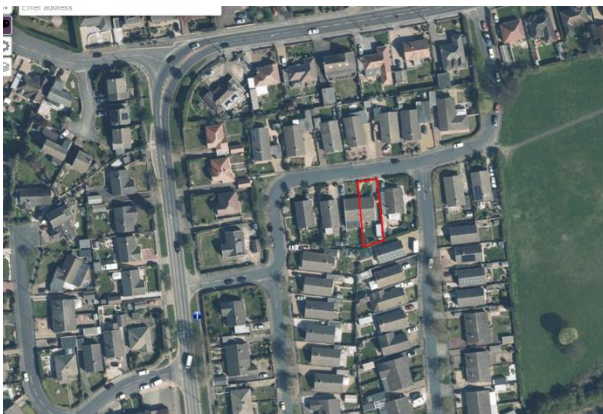
Removal of the existing pre-cast concrete sectional garage and construction of new larger garage to the rear of the bungalow including new open carport attached to the existing side elevation sited over the existing drive area (part retrospective)

7 St Owens Drive, Pogmoor, Barnsley, S75 2LD

Site Location & Description

St Owens Drive is a small residential road, which is accessed from Pogmoor Road, the immediate area is predominantly residential characterised by detached single storey properties, the majority of which have gable elevation fronting the highway, with the exception of the application property which is semi-detached and has the roof slope fronting the highway.

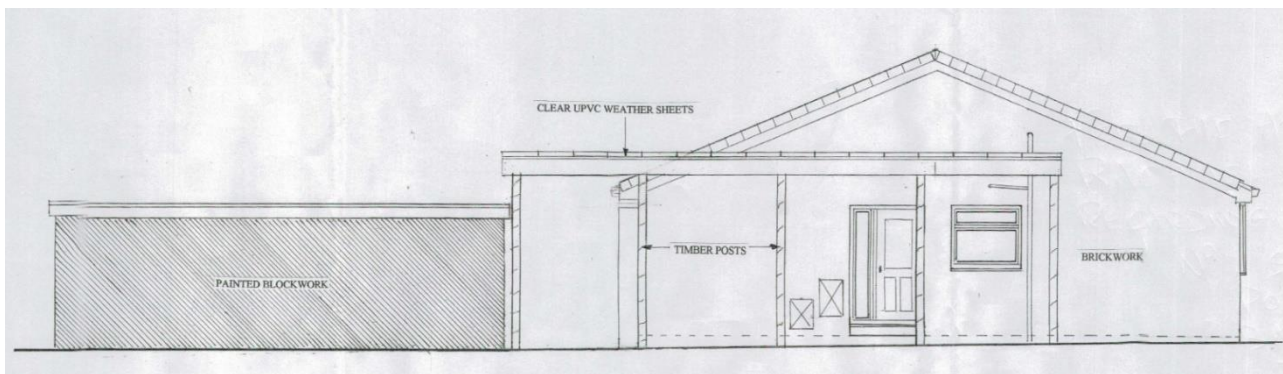
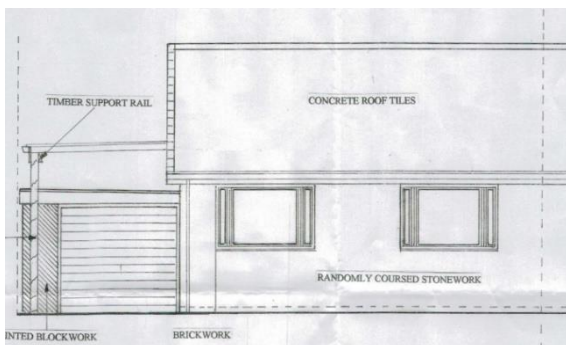
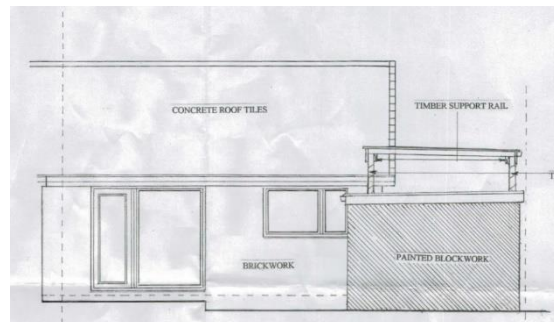
The application relates to a single-storey, semi-detached brick-built dwelling located on the southern side of St Owens Drive. The dwelling is set back from the highway with a small enclosed front garden with a driveway to the side leading to a detached garage. The dwelling is set lower than the highway with the drive sloping towards the rear boundary.



Proposed Development

The applicant seeks permission for the erection of a single-storey side carport. The carport is to be set back 3m from the front elevation of the dwelling, projecting 2.7m from the side elevation of the dwelling, extending the full depth of the property and projecting 1.8m beyond the rear elevation of the dwelling. It is to have a height of 3.3m as is to be constructed from timber posts with UPVC weather sheets to the roof.

The plans also indicate a replacement detached garage, the garage is to measure 7.9m by 3.8m and have a height of 2.5m and is to be constructed from painted blockwork, whilst included within the plans garage falls within the parameter of permitted development as set out in the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), Part 1, Class E which has already been constructed.



Policy Context

Planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise, and the National Planning Policy Framework 2021 (NPPF) does not change the statutory status of the development plan as the starting point for decision making. The Local Plan was adopted by the Council in January 2019 along with a series of Supplementary Planning Documents.

Local Plan

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 GD1 General Development
Policy D1 High Quality Design and Place Making
Policy SD1 Presumption in favour of Sustainable Development

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.

Consultations

None

Representations

Neighbour notification letters were sent to surrounding properties; representations been received from two neighbouring dwellings in relation to:

- Drainage
- Size of garage
- Use of the garage as a workshop
- Structural integrity of car port
- Asbestos
- Paving of front garden

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 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.

Visual Amenity

The Supplementary Planning Document for House Extensions states that 'the design of a two-storey side extension should reflect the design of the existing dwelling in terms of roof style, pitch materials and detailing and should not have an excessive sideways projection, i.e., more than 2/3 the width of the original dwelling'. Whilst the property in question is single storey, a single storey side extension is tantamount to a two-storey extension on a two-storey property and therefore the

principles apply. In this instance the proposed side extension projects 2.7m from the side elevation and therefore complies with the guidance set out in the supplementary planning document.

The document also states that a two-storey side extension should have a set back from the front elevation by at least 500mm, to allow for a vertical break in the roof plane, a lowering of the ridge line and to reduce the terracing effect. The set-back also lessens the unsightly bonding of old and new materials; the proposal allows for a set-back of 3m, in excess of the guidance set out within the SPD.

The proposed car port is to be constructed from timber posts with UPVC weather sheeting to the roof and is designed to sit higher than the eaves of the existing dwelling which results in the proposal looking at odds with the dwelling, particularly where the car port projects beyond the rear elevation of the dwelling.

Whilst not of a typical, appealing design, the dwelling is set back from the highway, with the car port set back from the front elevation of the dwelling and given the construction materials would not form a highly dominant feature within the street scene given that the neighbouring dwelling would also provide some screening of the proposal.

As mentioned previously, the garage falls within the parameters of permitted development, nevertheless it is set back from the highway and does not form a dominant feature within the street scene. The garage has been constructed from block work and the plans indicate that it is to be painted, following a conversation with the applicant there is a possibility that the garage could be rendered, however it is not possible to paint the garage in the meantime due to the subsequent adhesion of the render. Therefore it is considered prudent to include a condition requiring the garage to be either painted or rendered within 12 months of the date of the permission.

Residential Amenity

The proposed car port extension is to be located on the side elevation of the dwelling and in most part within the building line of the original dwelling, with the exception of approximately 1.8m which will project beyond the rear elevation. Given the open construction of the car port it is not considered that it would increase levels of overshadowing or loss of outlook from the neighbouring property to the east, 5 St Owens Drive.

In light of the above, it is therefore considered that the proposal would not result in a significant increase in overlooking, overshadowing or reduce levels of outlook of neighbouring properties to a detrimental level and is in compliance with Local Plan Policy GD1.

Highway safety

The proposal does not result in the loss of off-street parking nor a requirement for additional parking provision, and as such the proposed car port is considered acceptable and would not impact on highway safety and is in compliance with Local Plan Policy T4.

Other Issues

Concerns have been raised in relation to drainage of the area. Whilst it is acknowledged that there may be issues within the vicinity of the site, the plans indicate that the rainwater pipe for the garage and the proposed car port would be connected into the existing drainage system. In addition, concerns have been raised in relation to the structural integrity of the car port, this is not a material planning consideration and would not normally require building regulations. Building a new attached carport (open on at least two sides) would not normally require building regulations approval if it is less than 30 square metres in floor area.

The concerns of the resident in relation to the demolition of the existing garage and its potential to include asbestos are acknowledged, however the demolition of said garage does not require planning permission and it is the responsibility of the occupier to ensure all other legislation is complied with. In addition, the garage does not require planning permission and the General Permitted Development Order allows such outbuildings to be used incidental to the enjoyment of the dwelling house, which could include using part as a workshop for hobbies. The applicant has indicated that the garage is to be used as a garage for the storage of his motorcycle and trailer along with garden tools etc, with a small area in to be used for his hobby of wood work crafts. Given that the garage does not require planning permission conditions restricting its use cannot be included, however should the garage be used in a manner not considered incidental, then planning permission maybe required for any use not considered incidental to the enjoyment of the dwelling house at that time.

In relation to the paving of the front garden, this does not form part of the planning application and is not under consideration, however, the paving of a front or rear garden can fall within the parameters of permitted development. However, as mentioned this is not part of the application and is currently speculative and is not proposed at this time, nevertheless the applicant has been informed that a householder enquiry should be submitted prior to any works to the front garden area take place.

Conclusion

Based on the assessment above it is considered that the proposed development would not have a significant adverse impact on the amenity of neighbouring residents by means of overshadowing, overlooking or loss of outlook, nor would it have a detrimental impact on the character of the street scene or upon highway safety and as such is in compliance with Local Plan Policies GD1, D1 and T4 and is acceptable.

Recommendation

Approve with conditions