

2023/0386

Mr Haydn Spedding

2 Pollitt Street, Old Town, Barnsley, S75 1DJ

Demolition of existing garages and erection of a replacement block of 4no garages.

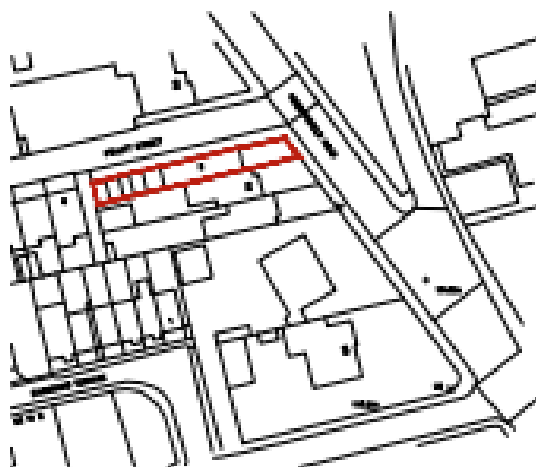
Site Description

The garages are located to the West of 2 Pollitt Street in an area that is principally residential and within the Huddersfield Road Conservation Area. The existing 4 no. garages comprise of 2 no. single storey detached buildings that provide 2 no. garages each that step upwards in a Westerly direction.

The garages have primarily been used for domestic storage and rented locally, falling into a state of disrepair over the years and becoming a negative site within the Conservation Area. The garages appear to be constructed of prefabricated pebble dash side and rear walls with timber doors and an asbestos profiled sheet roof.

Pollitt Street is a relatively narrow cul-de-sac where on-street parking is commonplace and occurs on both sides of the road, especially to the part of the street where it forms a junction with Huddersfield Road. Pollitt Street comprises of two-storey terraced, semi-detached and detached dwellings which are principally stone-built and abutted by low stone-built walls enclosing small front garden spaces; however, some differences are visible, including external materials, design features, and the formation of driveways.

To the West of the site is a small access road which is likely to be used by neighbouring properties for access to a detached garage immediately South of the site, or for vehicular parking. Immediately North and opposite the site is the boundary of neighbouring rear garden space that comprises of trees and other vegetation. Further residential properties can be found in all directions from the site.



LOCATION PLAN
SCALE 1:1250

Planning History

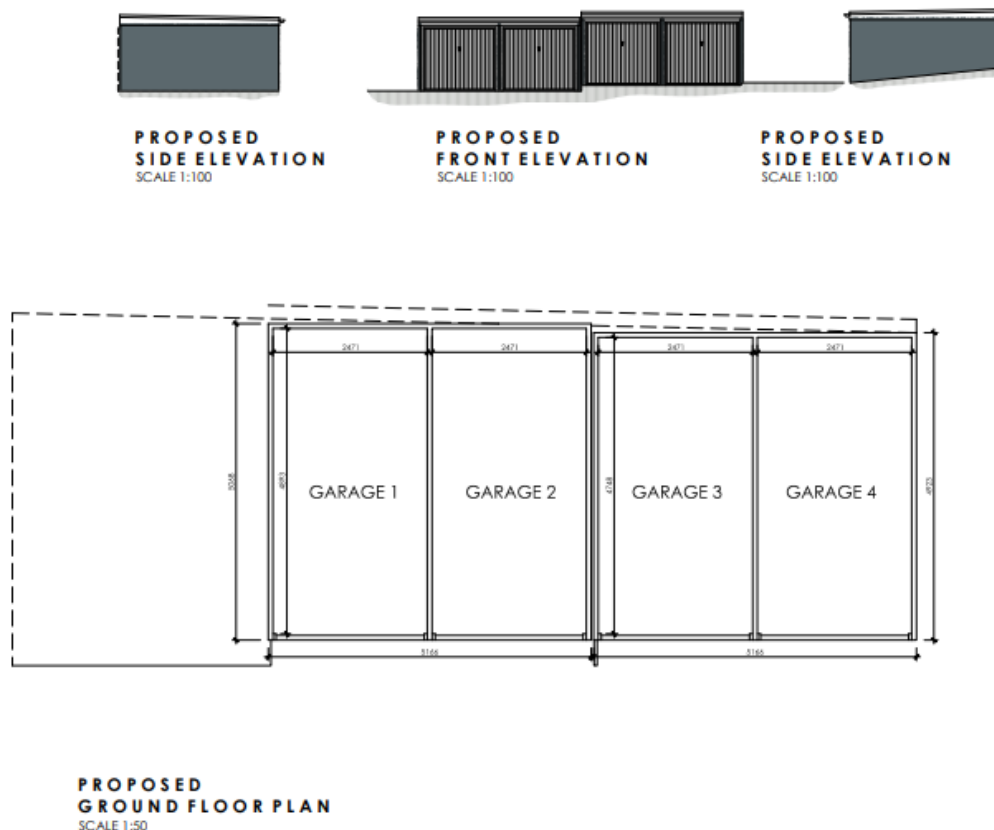
There is no previous planning history associated with this site.

Proposed Development

The applicant is seeking approval for the demolition of existing garages and the erection of 4 no. replacement garages.

The replacement garages would follow the footprint and massing of existing garages and would have a total width of approximately 10.4 metres with a depth of approximately 5.1 metres (measured from the longest point). Internally, each garage would measure approximately 2.5 metres by 4.9 metres; however, to fit the constraints of the site, the proposed garages positioned to the West would have a slightly lesser depth both externally and internally.

The replacement garages would feature flat roofs with a total height of approximately 2.4 metres and would adopt external materials including prefabricated pebble dash concrete, black vertical GRP doors and slate-coloured rubber bond roof. The garages would continue to be used for domestic storage and the occasional parking of small vehicles at the owner's discretion.



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/ Huddersfield Road Conservation Area

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 HE1: The Historic Environment.***
- ***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.***

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.***
- ***Section 16: Conserving and enhancing the historic environment.***

Consultations

A Conservation Officer was consulted on the proposals; no objections were received subject to agreement regarding details of external materials.

Representations

Neighbour notification letters were sent to surrounding properties and were publicised by a site and press notice - expiring 26/05/2023 and 27/05/2023 respectively.

Two representations were received outlining concerns regarding access, parking, and use. Financial disadvantage and potential damage to adjacent boundary treatments were also raised; however, whilst acknowledged, these are not considered to be material considerations when determining planning applications and will not form the assessment of the proposals under consideration.

Assessment

Principle of Development

The site falls within an area identified as urban fabric and therefore has no specific land allocation; however, the site and surrounding area is made up principally of housing; proposals will be supported where they do not have a detrimental impact on the amenity of surrounding residents, visual amenity, and highway safety, and would conserve and enhance the significance and setting of the borough's heritage assets, paying particular attention to those elements which contribute most to the borough's distinctive character and sense of place within the Huddersfield Road Conservation Area.

Visual Amenity and Conservation Area Impact

The Victoria Road Conservation Area Appraisal establishes a detailed explanation of the Victoria Road Conservation Area. Within it, Huddersfield Road and subsequently, the Huddersfield Road Conservation Area is described. Whilst Pollitt Street is not specifically referred to within in the appraisal, it is necessary to assess the proposals as to their impact to the setting of the Conservation Area and the Conservation Area group value.

The existing garages have fallen into a state of disrepair over the years and are borderline derelict structures. The garages are aesthetically displeasing comprising of prefabricated pebble dash, timber front doors, and an asbestos profiled sheet roof which are not necessarily the best material choices for their setting; as such, they have an obvious negative visual impact on the character of the street scene, and do not contribute positively to the setting nor the group value of the Conservation Area.

The proposed replacement garages would adopt a similar construction of prefabricated pebble dash concrete and use flat roofs. Whilst the use of prefabricated pebble dash is not considered to be the best choice for the setting of the garages, and the use of flat roofs considered to be an inferior form of design and method of construction, the proposals are not considered to significantly detract from the character of the street scene nor create additional harm to the setting of the Conservation Area beyond existing impacts. Additionally, improvements to the garage doors and roof materials to use black vertical GRP doors and slate-coloured rubber bond roofs have been agreed in-line with comments received from the Conservation Officer and are considered sufficient to mitigate some of the impact regarding visual amenity and harm to the setting of the Conservation Area.

Therefore, when considered on balance, the erection of 4 no. replacement garages and their appearance - though not the best - would be an improvement from the existing dilapidated garages, somewhat sympathetic to the character of the street scene, and are not considered to cause unduly harm to the collective Conservation Area group value.

Therefore, the proposals would conserve the significance and setting of the Huddersfield Road Conservation Area and are not considered to detrimentally affect or alter the character of the street scene. It is considered that the proposals would, therefore, conserve or enhance the character or appearance of the Conservation Area in accordance with Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990. As such, it would also be considered acceptable and in compliance with Local Plan Policy HE1: The Historic Environment and Local plan Policy D1: High Quality Design and Placemaking and would be acceptable regarding visual amenity.

Residential Amenity

Proposals for detached garages are considered acceptable where they do not adversely affect the amenity of neighbouring properties.

In this instance, the proposed replacement garages would maintain the footprint and massing of the existing garages with a slightly increased height of approximately 0.2 metres; as such, the replacement garages are not considered to be an overly overbearing structure that would significantly increase overshadowing and overlooking or reduce outlook beyond existing impacts that are experienced and tolerated.

The continuing use of the garages to be rented locally for domestic storage, and to be used for the occasional parking of small vehicles at the owner's discretion is considered unlikely to significantly increase levels of disturbance to neighbouring properties and local residents beyond existing impacts that are experienced, tolerated, and generally associated with a domestic garage.

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

Highway Safety

The proposed replacement garages would be located adjacent to the highway, set back from the road, and are served by an existing dropped kerb.

Highways were consulted and they provided comments identifying that the internal spaces created would not comply with modern standards set out in the South Yorkshire Design Guide. Whilst it is acknowledged that the proposed garages may not be suitable to store all sizes of modern car, it is recognised that the proposals are a like-for-like replacement and increasing the minimum dimensions to 3 metres by 6 metres to meet modern standards may not be feasible in this instance.

The standard size of a non-residential parking space is 5 metres in length and 2.5 metres wide. Internally, the proposed garages would achieve dimensions relatively close to this; as such, it is accepted that the garages could be used to store or park some smaller vehicles.

It is not anticipated, that as a result of the proposals, there would be a significant increase in vehicular parking or movements within the area, beyond what is currently experienced and tolerated; as such, it is considered that highways safety would be maintained to a reasonable degree.

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

Recommendation

Approve with Conditions