

Mr Ian Hampton

Erection of detached double garage with rear store room.

Roundhills, 32 Redbrook Road, Gawber, Barnsley, S75 2RS

Site Description

The application relates to a detached, brick built, hipped roofed bungalow located on a good sized plot to the West of Redbrook Road. Pedestrian and Vehicular access is taken from Redbrook road via a long block paved driveway providing parking for several vehicles. The driveway slopes up from the Highway to the dwelling which is in an elevated position. The dwelling sits to the rear of the plot with the majority of the land to the front and sides. Directly to the South of the dwelling, and at the head of the driveway, sits an existing pitched roof single garage. The site is bound by a number of trees, particularly on the Southern boundary, which are subject to an area Tree Preservation Order.

Directly to the North of the site is a wooded area with neighbouring detached and semi detached dwellings beyond the Western and Southern Boundaries. Opposite Redbrook Road to the East is a wooded bank with dwellings on a higher level beyond.

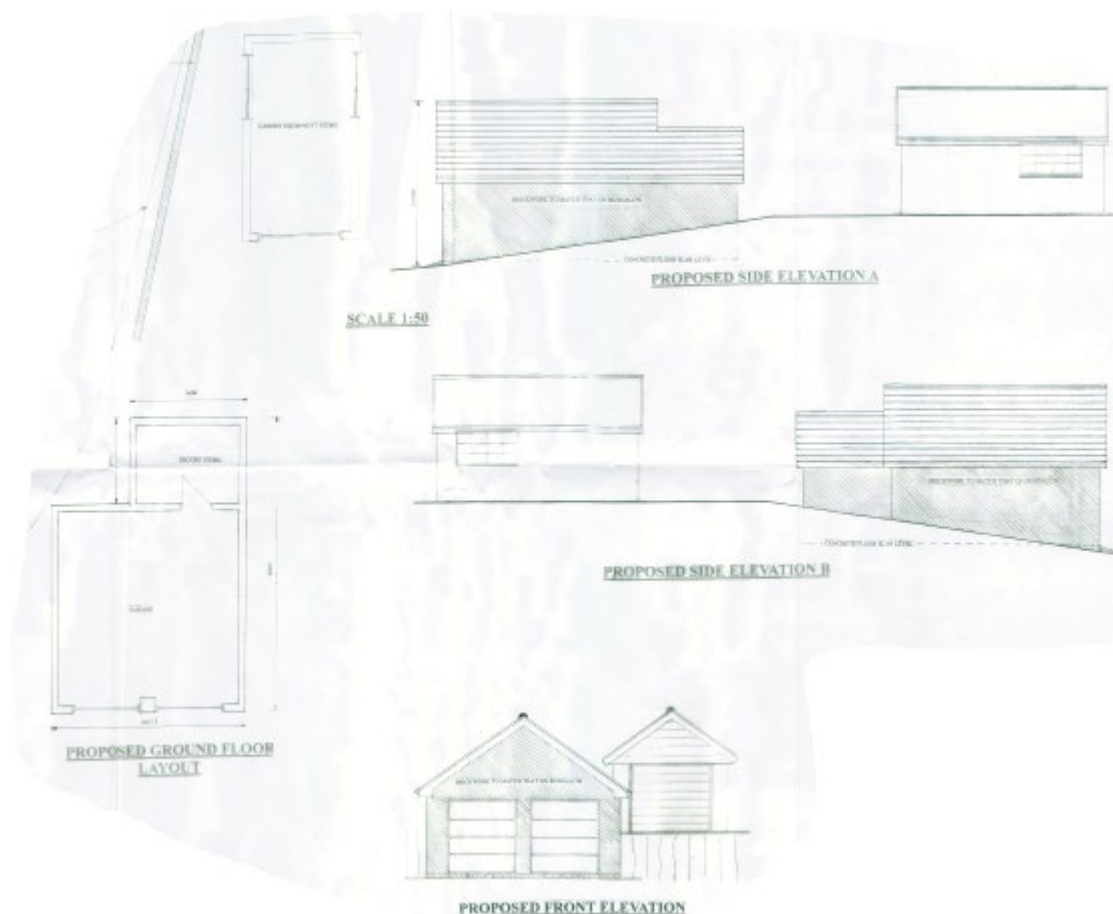


Proposed Development

The applicant seeks permission to erect an 'L' shaped detached double garage with pitched roof over. The main part of the garage would measure 5.95m wide with a depth of 6.4m. The rear part of the garage is built into the slope, as such, the height of the garage at the front elevation, measured from the lower ground level would be 5.05m and 3.5m when measured from the higher ground level at the rear. The eaves of the garage are 2.5m at the front and 1.25m to the rear.

To the rear of the garage is a small storage room off shoot which measures 3.6m wide and 2.6m deep. The storage room has a height of between 3.0m and 3.3m and an eaves height of between 1.5m and 1.25m.

The garage would sit to the East of the dwelling and North of the existing garage.



Policy Context

To the extent that development plan policies are material to an application for planning permission the decision on the application must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004).

The Local Plan was adopted by the Council in January 2019 and the Council has also adopted a series of Supplementary Planning Documents which are other material considerations.

The National Planning Policy Framework represents up-to-date government planning policy and is a material consideration that must be taken into account where it is relevant to a planning application.

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

Policy GD1 General Development

Policy D1 High Quality Design and Place Making

BIO1 Biodiversity and Geodiversity

SPD's

Supplementary Planning Document (SPD) – 'House Extensions and other domestic alterations' sets out the design principles that specifically apply to the consideration of planning applications for house extensions, roof alterations, outbuildings & other domestic alterations. The general principles are that proposals for should:

- I. Be of a scale and design which harmonises with the existing building
- II. Not adversely affect the amenity of neighbouring properties
- III. Maintain the character of the street scene and
- IV. Not interfere with highway safety

In terms of garages, the SPD states; 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.

These policies are considered to reflect policies set out in the revised NPPF, which requires development to be of high-quality design and provide a good standard of amenity for all existing and future occupants of land and buildings.

Representations

None

Assessment

Principle of Development

The site is allocated as Urban Fabric within the Local Plan, as such, extensions and alterations to a domestic property are acceptable in principle provided that they remain subsidiary to the host dwelling, are of a scale and design which is appropriate to the host property and are not detrimental to the amenity afforded to adjacent properties.

SPD 'House Extensions and other Domestic Alterations' states; *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.

Part of the site is also subject to a Tree Preservation Order (TPO No. 7, 1990). SPD 'Trees and Hedgerows' states that It is generally expected that trees protected by a TPO are retained and remain unaffected by any proposed development.

Residential Amenity

The proposed garage would be adjacent to the Eastern boundary of the site; however, it would be some 28m from Oak Lodge to the South East over 20m to number 34 Redbrook Road to the South and circa 18m to Five Gables to the South West. In addition, it would be separated from the neighbouring properties by mature trees and hedgerows which significantly limit

views. Furthermore, given the land levels, part of the garage would be built into the slope giving very modest eaves and ridge height to the rear, which is the elevation closest to the neighbouring dwellings. As such, the proposed garage would not significantly increase overshadowing or be an overbearing feature.

The garage is also set away from the side elevation of the host property and would not significantly impact the residential amenity of the existing residents.

The garage is also of a standard double garage size with a modest store room to the rear. Given the domestic use of the garage and the location of neighbouring dwellings it would not significantly increase noise and disturbance within the area as vehicular movements are not anticipated to increase. A condition to limit the use of the garage would also be recommended.

Given the comments above, residential amenity levels for existing and future residents would be maintained, in accordance with Local Plan Policy GD1 and SPD 'House Extensions and Other Domestic Alterations'.

Visual Amenity

The garage would be located predominantly to the side of the dwelling, although it is noted due to the angle of the site and the neighbouring highway it would be located closer to Redbrook Road than the host property. It is also located on an elevated level compared to the adjacent highway. However, the garage would be circa 20m from the highway and the site is very well screened by mature trees and hedges, the majority of which are subject to Tree Preservation Orders. As such, the views of the garage from public vantage points would be fleeting at best.

It is noted that the height of the garage from the front elevation is higher than a standard double garage, however, this is due to the land sloping down from the front elevation. Given the land levels rise towards the rear elevation part of the garage is built into the slope which reduces the eaves and ridge height of the garage significantly when viewed from the sides and rear. The front elevation is also viewed against the existing garage building and the dwellings itself, both of which stand taller than the proposed garage.

The garage is an unusual shape with a rear projections, however, this is designed to utilise the site in an efficient way given the angle of the site boundary. The rear storage room, as it is built into the slope, is also a modest addition and barely visible from public vantage points. When viewed from the front the garage has the appearance of a standard double garage with a gable elevation and 2no. openings. The design is simple and would sit comfortably against the host dwelling and the existing detached garage, in accordance with Local Plan Policy D1 and the SPD. The site is also large enough to accommodate this addition without it being dominant or intrusive.

Highways

Although the proposed garage would be located on an area currently used for parking/turning, given the size of the site and the existing driveway, there is ample space for several vehicle to park on the site as well as enter and exit in a forward gear. Not to mention the parking space available in the existing garage and the garage subject to this application. As such, highway safety would be maintained in accordance with Local Plan Policy T4 and SPD 'Parking'.

Trees

As outlined above, part of this site is covered by an area TPO. The trees around the neighbouring Oak Lodge are also subject to a separated area TPO. The application has been accompanied by a Tree Survey.

The majority of the proposed garage sits outside the area subject to the TPO and is on an area of existing hardstanding forming the driveway. However, the Tree Report outlines that 3no. category C trees need to be removed to accommodate the development (T2, T3 and T4). In addition there will be a requirement for the partial cutting back of shrub material occupying G10. T7 is also proposed to be removed for arboricultural management reasons given its serious defects. This is a category U tree and it is proposed to replace this (within 2m) with 1no. hornbeam.

The report does state that the proposed garage will give rise to a minor incursion within the theoretical RPA of the Sycamore T1. However, given the location of the existing boundary wall and garage, the roots are unlikely to extend to the site of the proposed garage. Furthermore, since the Tree Survey was undertaken, the footprint of the garage has been reduced away from that tree.

As demonstrated the proposal will require the loss of 3No. low category 'C' trees and pruning back of 1No. low-quality category 'C' shrub group. These trees are of a very modest size and quality and sit outside the TPO. As such, their removal would not preclude development and replacement planting could be conditioned.

Conclusion

To the extent that development plan policies are material to an application for planning permission the decision on the application must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004).

The National Planning Policy Framework represents up-to-date government planning policy and is a material consideration that must be taken into account where it is relevant to a planning application.

Taking into account the relevant development plan policies and other material considerations the application is in accordance with the development plan (most notably policies GD1, D1, BIO1 and T4) and is assessed to be a suitable and sustainable form of development that accords with Local Plan Policy SD1 Presumption in favour of Sustainable Development in overarching terms. Similarly in National Planning Policy terms (NPPF) the presumption in favour of sustainable development is considered to apply also (para 11) which is that proposals that accord with an up to date development plan should be approved without delay.

Recommendation

Approve – subject to conditions