
2020/0681

Mr Glen Young

Demolition of existing garage and erection of new garage and decking

24 Rectory Lane, Thurnscoe, Barnsley, S63 0RS

Site Location & Description

The dwelling is a semi-detached red brick dwelling located on Rectory Lane in Thurnscoe. The site is in the urban fabric but backs onto a fairly large area of largely undeveloped green belt land. There is an existing flat roofed garage on site with a hard-surfaced driveway leading to its frontage.

The surrounding area is primarily residential and is characterised by semi-detached dwellings and semi-detached/detached bungalows. The applicant's property is at the end of a line of semi-detached dwellings.



Proposed Development

The applicant is seeking approval for the demolition of the existing garage on site, erection of a new detached garage with decking. The new garage will also include a decking area to the north elevation with a log burner and flue and a decking area to the rear of the structure with a canopy. The proposed development is an amended scheme with the existing plans showing a canopy over the northern decking area that is now removed.

Policy Context

Planning decisions should be made in accordance with the local plan unless material considerations indicate otherwise and the NPPF does not change the statutory status of the development plan as the starting point for decision making. The Council has also adopted a series of Supplementary Planning Documents and Supplementary Planning Guidance Notes, which are other material considerations.

NPPF

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. At the heart is a presumption in favour of sustainable development. Development proposals that accord with the development plan should be approved unless material considerations indicate otherwise. Where the development plan is absent, silent or relevant policies are out-of-date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole; or where specific policies in the Framework indicate development should be restricted or unless material considerations indicate otherwise.

In respect of this application, relevant policies include:

Section 12: Achieving well designed places - The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

Within section 12, paragraph 130 is the most relevant which indicates that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

Local Plan

The new Local Plan was adopted at the full Council meeting held 3rd January 2019 after it was found to be sound by the appointed Planning Inspector following the examination process. This means that it now takes on full weight for decision making process in planning law terms as the development plan for the Borough, superseding the remaining saved policies from the Unitary Development Plan (adopted in the year 2000) and the Core Strategy (adopted in 2011). In reference to this application, the following policies are relevant:

Policy SD1: Presumption in favour of Sustainable Development – sets out principles when considering development proposals.

Policy GD1: General Development – sets out appropriate proposals for development.

Policy D1: High quality design and place making – sets overarching design principles for the borough to ensure that development is appropriate to its context, and improves what needs improving, whilst protecting what is good about what we have.

Policy T4: New Development and Highway Improvement - New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement.

SPD: House extensions and Other Domestic Alterations

Supplementary Planning Document - House Extensions 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:

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.

These policies are considered to reflect the 4th Core Principle in the NPPF, which relates to high quality design and good standard of amenity for all existing and future occupants of land and buildings.

Other:

South Yorkshire Residential Design Guide

Consultations

None

Representations

Neighbour notification letters for the initial proposal were sent out to surrounding properties; two comments were received objecting to the proposal based on the following concerns:

1. The proposed garage will take over approximately 75% to 80% of the rear garden space with the overall dimensions being in the region of 11m long, 5m high and 8.6m wide.
2. Loss of sunlight into the neighbouring rear garden, especially in the winter months when the sun is low in the sky.
3. Loss of outlook for a side elevation window at the first floor of a neighbouring property which faces directly onto the roof tiles of the garage.
4. The potential for the garage to be used as a home business.
5. Parking issues on Rectory Lane

The comments also included concerns regarding loss of a view and potential reduction in house prices of the neighbouring residents; however, these are not material planning considerations and cannot be taken into account during the assessment process of this

planning application. The neighbours have also raised a comment that they have discussed the application with the applicant who is unwilling to compromise on any aspect of the plans.

Neighbour letters were not sent out for the amended proposal.

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 and alterations 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. The surrounding area is residential and therefore a residential garage which is ancillary to the host dwelling and is in compliance with the general design elements of the SPD is considered acceptable in principle.

Residential Amenity

A neighbouring property's first floor window on the side elevation would face onto the roof line of the proposed garage. However, the eaves height of the garage is restrained at 2.37m and the roof slopes away from this window with the maximum height being at a distance of around 6.5m from the existing neighbouring window. However, in general, side elevation windows are given less credence than a window located on the front or rear elevations and its likely that this window would overlook into the applicant's rear garden in any case. That being said, the proposed outbuilding would have some impact upon loss of outlook but this will be limited by the fact that the roof slopes away from this window with the eaves height under 2.5m. Additionally, the garage is set to the north of this neighbouring dwelling (no. 26), and therefore it will not have a significantly detrimental impact upon the sunlight reaching the property. Similarly, the Northern side elevation of the garage will be located at a separation distance of 6.5m to the side boundary line shared with no. 22 and given that the roof slopes away from this property, the impact upon overshadowing over this garden will be minimal with the primary overshadowing impact being over the applicant's rear garden rather than any neighbouring property.

One of the objections received has also referred to a ground floor window/door on the side elevation which would face onto the Southern elevation of the proposed garage at a close distance. This is acknowledged and can be understood, however, the window serves a non-habitable room and there is a similar relationship already between the existing garage and this neighbouring window/door.

The garage has been amended to remove the canopy over the northern decking area which was attached to the existing roof line. This reduces the overall size and built form of the garage and ensures that at least 50% of the rear garden space will remain. The changes allow for the garden to remain subservient to the host dwelling and reduces the impact on the neighbours for this reason. The land to the rear is undeveloped green belt land which is only used for equestrian/horse riding uses. As such, there will be no detrimental impact to residential properties to the rear.

All in all, despite the fairly large nature of the garage, the changes do allow it to remain subservient to the host dwelling and reduces the impact upon the neighbours. The proposed development has received 2 objections which have been acknowledged and can be understood. However, given that no real significant overshadowing impact will be caused by the development, the amended proposal is considered to be borderline acceptable in terms of residential amenity.

Visual Amenity

The garage is fairly large in height (5.2m to the highest point) but the eaves height are restrained (2.37m) and in compliance with the SPD which states that detached garages and outbuildings should be no more than 2.5m in height. There is no maximum height requirement for such garages with the SPD stating that they must remain sympathetic to the host dwelling. Whilst the roof height is a little excessive for a residential garage, it features an apex roof which slopes fairly sharply down to the eaves and does appear as a traditional garage when viewed from the road. Further, it will largely be screened from the road by the existing dwelling and also the neighbouring property. Fleeting views will remain when passing the property but as stated, it would be largely screened. It is considered that, despite the fairly large height to the roof ridge, the proposed development is borderline acceptable subject to the use of matching materials – which will be conditioned.

The garage also consists of associated/ancillary features such as a canopy and a log burner with a flue. The flue has been reduced in height so that it is not a dominating feature on the garage and the log burner is also a small feature. There is decking to the front of the log burner which wraps around the side but this aspect would not require planning permission in any case. The flue had been reduced in height in the amended plans and it doesn't form a dominating feature on the proposed garage. In general, the design features and characteristics are in compliance with the principles outlined in the SPD. Whilst the total height is a little excessive, it is on an apex roof and slopes away from the neighbours, alongside being screened by existing buildings. The only requirement in the SPD for height is ensuring that the eaves height is less than 2.5m which the proposal does achieve. Considering the changes that have been made, the amended scheme shows a reduced built area as the northern canopy has been removed. The amendments are considered to present a much improved design as they remove the partial lean-to roof which is formed by the canopy over the North decking area. This is more fitting of its surroundings and considered to be a better design in general as it shows a standard apex roof design when viewed from the road.

All in all, whilst concerns from neighbours have been raised, the proposed development has been amended and its footprint has been reduced fairly significantly. Whilst the garage will be easily visible from neighbouring properties, it will largely be screened from the road by the existing dwelling and the neighbouring properties will only have fleeting views when travelling along Rectory Lane. It will be visible from the land to the rear but this is undeveloped green belt land used for equestrian events. The proposed development is considered borderline acceptable in terms of visual amenity.

Highway safety

The internal dimensions are large enough to meet the minimum requirements in the SYRDG for a double garage – width of 3m and length of 6.5m for each car. The garage is to replace an existing garage and the future access into the site will remain largely unchanged from the existing relationship.

Other matters

Given the large nature of the garage, it is considered appropriate to remove Permitted Development Rights from the dwelling in order to protect the garden from being overdeveloped. This would also ensure that the garage is not used for living accommodation or for any home business which would otherwise have been Permitted Development.

Recommendation

Approve with conditions