

2023/0063

Mr Dean Ingram

1 Victory Gardens, Birdwell, Barnsley, S70 5FD

Erection of detached garage to front of dwelling

Site Description

1, Victory Gardens is a two storey, detached dwelling located in Birdwell, Barnsley; located in an area which is predominantly residential, dwellings can be found to the North, East, South and West of the site with various greenspaces found within the broader locality.

Victory Gardens forms a cul-de-sac that comprises of 5 No. two storey detached dwellings and is centrally positioned to the rear of dwellings found along Sheffield Road, Wentworth Street, and Chapel Street, with the applicant dwelling positioned to the East and adjacent to properties along Sheffield Road. The dwellings located at Victory Gardens do not form a uniform building line; however, they do appear consistent in appearance and scale with external materials comprising of mixed red brickwork, tiling, and dark coloured window and door materials. Some dwellings at Victory Gardens benefit from integral garages with evidence of separate detached garages.

Access to Victory Gardens is gained from Sheffield Road with the entrance found in between No's. 148 and 152 Sheffield Road. Upon entering Victory Gardens, existing parking provisions can be found with a separate gated access providing entry to the primary cul-de-sac, where each dwelling benefits from the provision of a driveway.

1, Victory Gardens is located within a modest sized plot. An existing driveway and loosely surface area can be found to the front of the dwelling, with a garden space to the rear. The site is bounded by a brick-built wall and metal railings to the North and high timber fencing and vegetation to the East.



SITE LOCATION PLAN

Scale 1:1250



Planning History

2018/1307: Residential development of 5 no. detached dwellinghouses and 2 no. detached garages.
– Approved with Conditions, December 2018.

Proposed Development

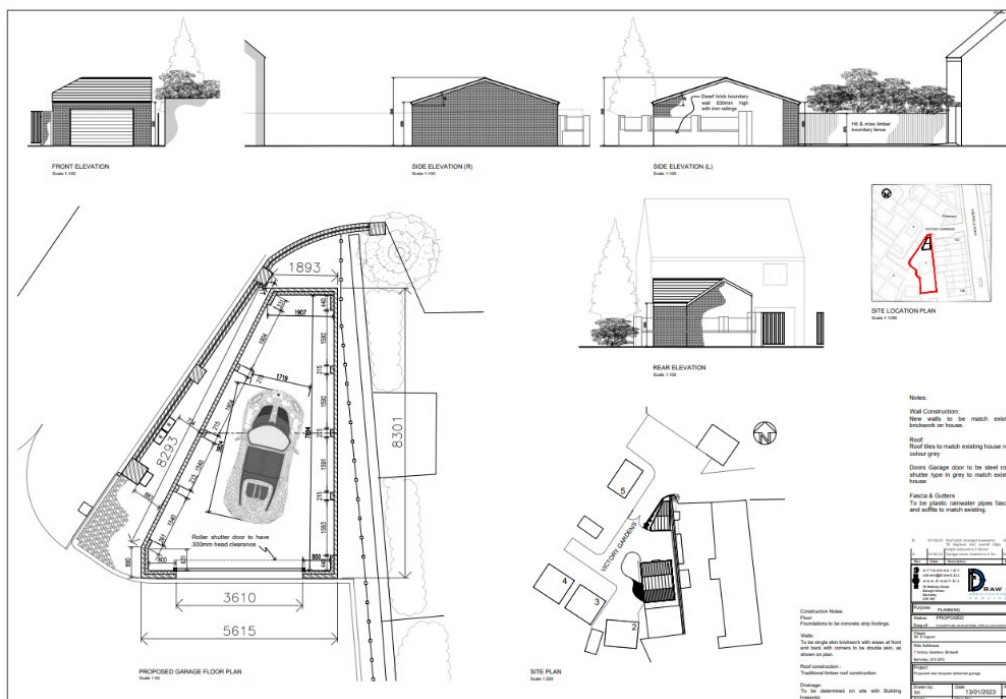
The applicant is seeking approval for the erection of a detached garage to the front of the dwelling.

Original proposals showed a relatively large, detached garage with an approximate eaves and ridge height of 2.58 metres and 5.1 metres respectively. This would have resulted in the appearance of a two-storey structure that would have had a similar eaves height to that of the applicant dwelling, appearing particularly overbearing and not consistent with the character of the street scene.

Amended proposals which are being considered were received 07/03/2023 and show a pitched roof with a reduced eaves and ridge height of approximately 2.5 metres and 3.9 metres respectively. Due to the unconventional shape of the site and subsequently the form of the proposed garage, the proposed width of the garage would vary; at its narrowest point the proposed width would be approximately 1.9 metres and at its widest, 5.61 metres (both measured externally), allowing an entrance way of approximately 3.61 metres in width to be created. The proposed total length of the garage would be approximately 8.3 metres (measured externally).

Internal measurements would also vary due to the unconventional form of the proposed garage, with the length and widths measuring at approximately 7.9 metres, 5.3 metres (widest), and 1.9 metres (narrowest).

The proposed garage would incorporate a steel roller shutter to provide access and would be coloured grey to reflect the external materials utilised within the applicant dwelling. Other external materials to be utilised would also match or would be similar in appearance to those used within the applicant dwelling, including brickwork, grey coloured tiling, and UPVC guttering.



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

This document establishes the design principles that specifically apply to the consideration of planning applications for house extensions, roof alterations, outbuildings & other domestic alterations; reflecting the principles of the NPPF, which promote high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

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, extensions to residential properties are considered acceptable where they do not have a detrimental impact on the amenity of surrounding residents, visual amenity, and highway safety.

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 forward of the applicant dwelling and therefore, considered between the house and the road; however, the location of the garage would be setback and relatively tucked away from the primary highway of Sheffield Road.

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 applicant dwelling, including brickwork, tiling, and UPVC; moreover, the steel roller shutter would be coloured grey to reflect external materials utilised within the applicant dwelling.

The proposed detached garage would be prominent within the street scene; however, the use of matching materials, its scale, and its utilisation of a roof that would appropriately reflect the style and pitch of the roof of the applicant dwelling is considered sufficient to avoid harmful impacts that would be to the detriment of the character of the street scene.

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.

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 and would utilise an eaves height of approximately 2.5 metres with no provisions to include dormer windows. It would also utilise a relatively restrained ridge height not too dissimilar from existing detached garages seen within the street scene.

The restrained roof height and general scale of the proposed garage is not considered to be overbearing, nor is it likely to increase levels of overshadowing or decrease levels of outlook that would be considered detrimental to the amenity of neighbouring properties, specifically, 5 Victory Gardens which is located directly opposite, and 154 and 156 Sheffield Road which are adjacent. Moreover, existing boundary treatments such as high timber fencing and various vegetation would help to mitigate any impacts, particularly to those properties adjacent.

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 location of the proposed detached garage would be sited forward of the applicant dwelling in an area underutilised at present that is setback and relatively tucked away from the main highway (Sheffield Road). 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. As such, the proposals would be considered acceptable and in compliance with Local plan Policy T4: New Development and Transport Safety.

Recommendation

Approve with Conditions