**2023/0569**

**Mr Ian Standeven**

**7 Browning Close, Monk Bretton, Barnsley, S71 2DW**

**Erection of a detached garage to rear of property**

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## Site Description

7, Browning Close is a single storey, detached dwelling located in Monk Bretton and in an area that is principally residential where dwellings can be found in all directions surrounding the site alongside various greenspaces. Browning Close comprises of other detached and semi-detached dwellings, including single storey bungalows and two-storey houses. There is some variation to scale due to the topography of the area with properties to the East of Browning Close situated higher than those to the West. Properties located to the South of Browning Close are also situated higher than those to the North due to a descending slope in a South-North direction. Whilst properties are situated within relatively uniform building lines, due to the slope of the street, there are staggered height differences with additional breaks within the building line created by two storey dwellings.

The appearance of properties located on Browning Close are relatively consistent utilising similar external materials, roof types, and design features. The applicant dwelling uses red brickwork, sand coloured stonework feature and grey interlocking roof tiles on a pitched/ gable roof. The property is fronted by garden space and a driveway that also extends along the side and to the rear, where further garden space can be found locating an existing shed.

The site is bounded by low brick-built walls to the North and West with timber panelled fencing to the East and South. Vegetation also forms part of the boundary treatment to the East, with the boundary treatment to the South partially removed in preparation of the commencement of works.




## Planning History

There are no previous planning applications associated with this address.

**Proposed Development**

The applicant is seeking approval for the erection of a single storey detached garage to the rear of the dwelling.

The proposed garage would have a width of approximately 3.65 metres (measured externally) and a length of 7.3 metres (measured externally). Internally, the garage would have an approximate width and length of 3.25 metres and 6.45 metres respectively. The proposed garage would utilise external materials that matched or would be of a similar appearance to those used in the construction of the original dwelling, including brickwork and roof tiles. The proposed garage would feature an apex roof with an approximate eaves and ridge height of 2.5 metres and 3.9 metres respectively. The proposed garage would be fronted by a metal roller shutter door, with a composite door used on the North side elevation.




**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**

Highways DC were consulted on the proposals; no objections were received, and the use of specific conditions not deemed necessary.

**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, detached garages are considered acceptable where they do not have a detrimental impact on the amenity of surrounding residents, visual amenity, and highway safety.

Residential Amenity

Proposals for detached garages 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 garage would feature an apex roof with an eaves and ridge height of approximately 2.5 metres and 3.9 metres respectively with no provisions to include dormer windows, therefore, meeting the guidance of the SPD.

The proposed garage would be positioned to the South-East corner of the site where vegetation and timber panelled fencing form the rear (East) boundary treatment. Existing boundary treatments along the Southern boundary line have since been removed; however, a 2-metre-high fence could be erected without the need for planning permission if needed.

The proposed garage would be located to the North-East of adjacent neighbouring property 9 Browning Close and to the South-East of adjacent neighbouring property 5 Browning Close. Impacts regarding overshadowing are generally considered to be less harmful when positioned to the North of neighbouring dwellings due to the natural movement of the sun path; as such, whilst it is acknowledged there could be some impact due to the proximity of the garage to the boundary line, this is not considered to be significant or adverse to the amenity of 9 Browning close, especially as the proposed garage would adopt a restrained roof height. As the proposed garage would be located to the South of 5 Browning Close, some impact regarding overshadowing should generally be expected due to the natural movement of the sun path; however, the proposed garage would maintain a reasonable distance from the Northern (side) boundary line where an existing two-storey outbuilding is also located. This structure is likely to contribute to existing levels of impact regarding the overshadowing of 5 Browning Close; as such, it is not considered that the proposed garage would increase levels of overshadowing significantly beyond existing levels of impact that are likely to be experienced and tolerated.

Furthermore, it is not considered that the proposed garage would result in increased overlooking and loss of privacy beyond existing levels of impact as only a single door opening is proposed on the North elevation and no provisions for windows included.

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

Visual Amenity

The SPD states that *'detached garages should relate sympathetically to the main dwelling in style, proportions, and external finishes.'*

In this instance, the proposed garage would be located to the side and rear of the original dwelling. The proposed garage would feature an apex roof that would sympathetically reflect the style and pitch of the roof of the original dwelling and use external materials that matched or would be of a similar appearance to those used in the construction of the original dwelling. Therefore, the proposed detached garage would relate sympathetically to the main dwelling in style, proportions, and external finishes, meeting the guidance of the SPD.

Furthermore, though the proposed garage would be visible from the public realm of the street, it would be set considerably back from the highway and would not be an overbearing nor prominent feature within 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.

Highway Safety

The applicant dwelling benefits from a relatively large driveway to the front and side of the property.

The proposed garage would be located to the side and rear of the dwelling where the existing driveway would provide access. The proposed garage is of a sufficient size and complies with the requirements of the South Yorkshire Residential Design Guide. Additionally, Highways DC were consulted on the proposals with no objections received. The proposals, therefore, would not adversely impact existing vehicular parking provisions, providing a garage of sufficient size, and maintaining highway safety to a reasonable degree.

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**