Application Reference: 2024/0943

Location: 2 Shaw Lane, Carlton, Barnsley, S71 3HG.

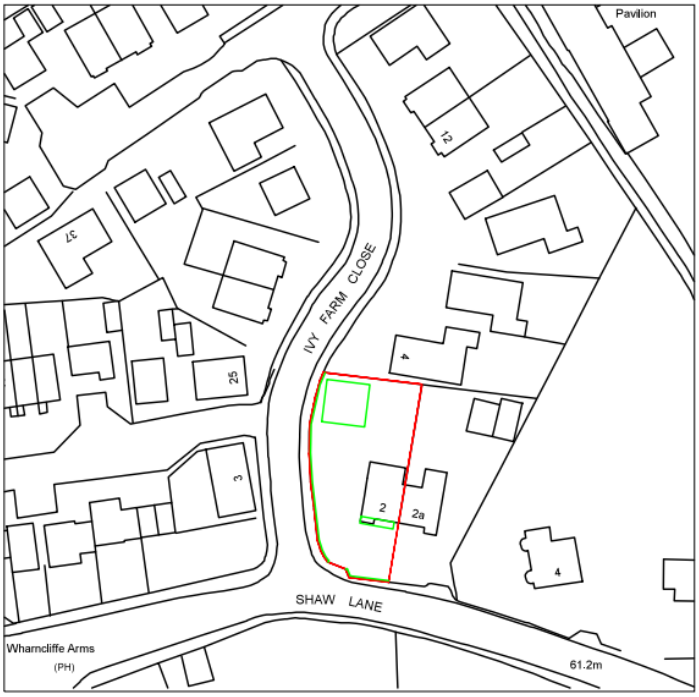
Introduction

This application seeks part-retrospective planning permission for the erection of a detached double garage, single storey front extension and boundary walls.

Relevant Site Characteristics

The development site occupies a modest sized corner plot located at the junction of Shaw Lane with Ivy Farm Close and is in an area that is principally residential and characterised by a mix of dwelling types of varying scale and appearance. Carlton Recreation Ground lies to the north and east with a large commercial bakery site to the south. Carlton Primary School lies to the south-west with Carlton Industrial Estate beyond. The topography of the surrounding area falls gently north-to-south.

The property in question is an extended two-storey semi-detached dwelling constructed of brick with a hipped roof constructed of interlocking concrete pantiles. The single storey extensions to the front and rear have mono pitched roofs with matching concrete tiles. The property is bounded by extensive areas of hardstanding to the south and west and a small garden to the north enclosed by a brick wall to the south and west boundaries and timber fencing and vegetation elsewhere. A large, detached garage is partially constructed to the north-west corner of the development site. This is fronted by a large, green container positioned to the south and adjacent to the western site boundary.



Site History

There is several planning application associated with the development site.

B/75/3450/BA	Erection of a porch.	Historic.
B/99/0751/BA	Outline application for erection of detached bungalow and garage.	Refused: *In the opinion of the Local Planning Authority the proposed development of this restricted plot will be contrary to Policy H7D of the draft Unitary Development Plan in that it results in an undesirable form of infill development materially detrimental to the amenities of the adjacent dwellings by reason of loss of outlook, privacy and overshadowing. Furthermore, there is insufficient amenity space and privacy for both the existing and the proposed dwellinghouse thereby resulting in an inadequate residential environment for the occupiers to the detriment of their amenity.* *The proposal would involve the loss of an attractive will tree on the frontage of Ivy Farm Close, to the detriment of the visual amenities of the street scene.*
B/99/1055/BA	Erection of detached bungalow (Outline).	Refused: *In the opinion of the Local Planning Authority the proposed development of this restricted plot will be contrary to Policy H7D of the draft Unitary Development Plan in that it results in an undesirable form of infill development, materially detrimental to the amenities of adjacent existing dwellings by reason of loss of outlook, privacy and overshadowing. Furthermore, there is insufficient amenity space and privacy for both the existing and proposed dwelling house thereby resulting in an inadequate*

		residential environment for the occupiers to the detriment of their amenity. *The proposal would, because of the close proximity of the proposed dwelling, be likely to result in the loss of an attractive will tree on the frontage of Ivy Farm Close, to the material detriment of the visual amenities of the street scene.*
B/05/0778/BA	Erection of detached dwelling.	Refused: *In the opinion of the Local Planning Authority, the proposed development would be contrary to UDP Policy H8D, in that it would be an undesirable form of infill development, materially detrimental to the amenities of adjoining properties by reason of loss of outlook, privacy and disturbance from increased residential activity. In addition the close relationship to adjacent dwellings would mean that the proposed dwelling itself suffer from substandard privacy and aspect.*
2018/1351	Re-pollard Willow tree T1. – Approved.	Approved.
2020/1013	Re-pollard Willow tree T1 within TPO 23/1999.	Approved.

Detailed Description of Proposed Works

This application seeks part-retrospective planning permission for the erection of a detached double garage, single storey front extension and boundary walls.

The proposed garage is partially constructed and would measure approximately 7.7 metres (L) x 7.8 metres (W) x 4.5 metres (H) and would be constructed of brick and interlocking concrete pantiles to closely match the materials used in the external construction of the original dwelling.

The front extension is retrospective, and it measures approximately 1.2 metres (L) x 6 metres (W) x 3 metres (H) and is constructed of brick and interlocking concrete pantiles.

The boundary wall is retrospective and has been erected along the south and west site boundaries. It is constructed of brick and measures approximately 1.35 metres (H). Infill panels would be installed between pillars.

Drawing No.	Rev No.
MMB001 -004	A

SCALE BARS

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DO NOT SCALE: Contractor to check all dimensions and report any omissions or errors

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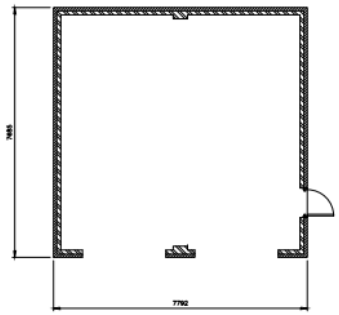
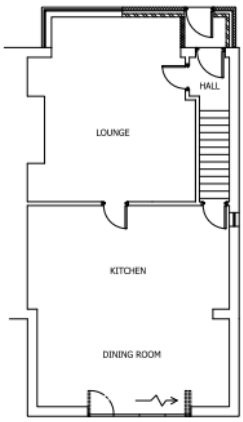


PROPOSED GROUND FLOOR PLAN
SCALE 1:100 AT A3



EXISTING GROUND FLOOR PLAN
SCALE 1:100 AT A3

Rev	Description	By	Chk	App	Date
A	Wall and porch added	JKB			05/02/25

360 DESIGNS Ltd
1 Town End Road
Cudworth
Barnsley
S72 8LT
Tel: 01226 383542
Fax: 01226 380378
Mob: 07970 541202
Email: john@jtcdesigns.co.uk

Client:
MR. M BARTNIC

Drawing Title:
PROPOSED PLANS

Address:
2 SHAW LANE
CARLTON
BARNSLEY
S71 3HG

Project Title:
PROPOSED DETACHED GARAGE

Purpose of Issue:
PLANNING

Drawing Status:
FIRST ISSUE

Scale At A3	Drawn By	Date
AS SHOWN	JKB	26/09/2024
Checked By	Date	Approved By	Date
	24/10/2024		24/10/2024

Project No	Drawing No	Revision
MMB001	004	A

APPROVAL ☐ PLANNING ☐ TENDER ☐ CONTRACT ☐ CONSTRUCTION ☐

Drawing No.	Rev No.
MMB001 -003	

SCALE BARS

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DO NOT SCALE: Contractor to check all dimensions and report any omissions or errors

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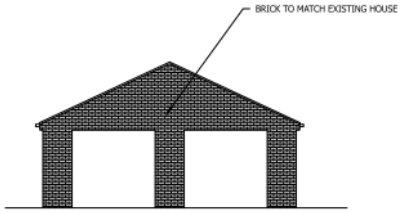

PROPOSED FRONT ELEVATION
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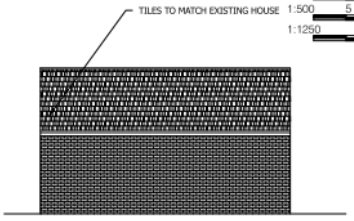

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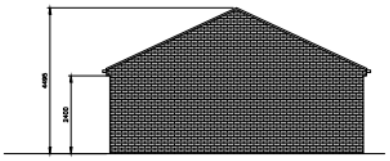

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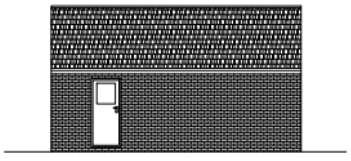

PROPOSED END ELEVATION
SCALE 1:100 AT A3

Rev	Description	By	Chk	App	Date

360 DESIGNS Ltd
1 Town End Road
Cudworth
Barnsley
S72 8LT
Tel: 01226 383542
Fax: 01226 380378
Mob: 07970 541202
Email: john@jtcdesigns.co.uk

Client:
MR. M BARTNIC

Drawing Title:
PROPOSED ELEVATIONS

Address:
2 SHAW LANE
CARLTON
BARNSLEY
S71 3HG

Project Title:
PROPOSED DETACHED GARAGE

Purpose of Issue:
PLANNING

Drawing Status:
FIRST ISSUE

Scale At A3	Drawn By	Date
AS SHOWN	JKB	26/09/2024
Checked By	Date	Approved By	Date
	24/10/2024		24/10/2024

Project No	Drawing No	Revision
MMB001	003	-

APPROVAL ☐ PLANNING ☐ TENDER ☐ CONTRACT ☐ CONSTRUCTION ☐

Drawing No.	Rev No.
MMB001 -001	A

SCALE BARS

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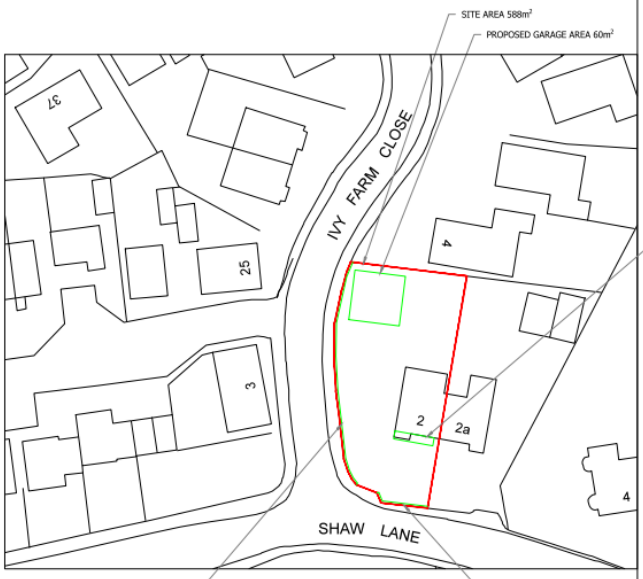
DO NOT SCALE: Contractor to check all dimensions and report any omissions or errors

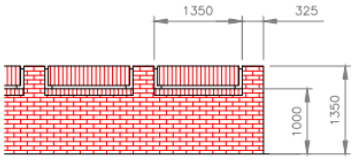
NOTES

INDICATIVE ONLY

LOACATION PLAN
SCALE 1:1250 AT A3



SITE PLAN
SCALE 1:500 AT A3



TYPICAL WALL ELEVATION
SCALE 1:50 AT A3

Rev	Description	Drawn By	Ch'k	Appd	Date
A	Wall and porch added	JRB			05/02/25

JRB DESIGNS Ltd
1 Steel Road
Cudworth
Barnsley
S72 8LT
Tel 01226 383542
Fax: 01226 380078
Mobs: 07970 541202
Email: john@jrbdesigns.co.uk

Client
MR. M BARTNIC

Drawing Title
SITE PLANS

Address
2 SHAW LANE
CARLTON
BARNSLEY
S71 3HG

Project Title
PROPOSED DETACHED GARAGE

Purpose of Issue
PLANNING

Drawing Status
FIRST ISSUE

Scale at A3	Drawn By	Date
AS SHOWN	JRB	24/10/2024
Checked By	Date	Approved By	Date
	24/10/2024		24/10/2024

Project No.	Drawing No.	Revision
MMB001	001	A

APPROVAL ☐ INFORMATION ☐ TENDER ☐ CONTRACT ☐ CONSTRUCTION ☐

Drawing No.	Rev No.
MMB001 -002	A

SCALE BARS

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DO NOT SCALE: Contractor to check all dimensions and report any omissions or errors

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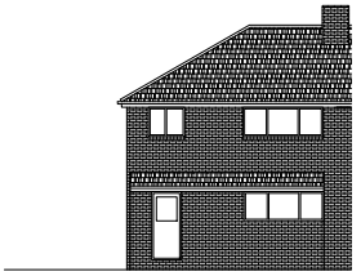

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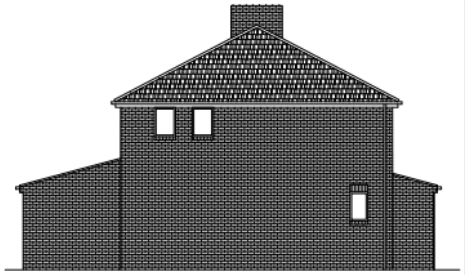

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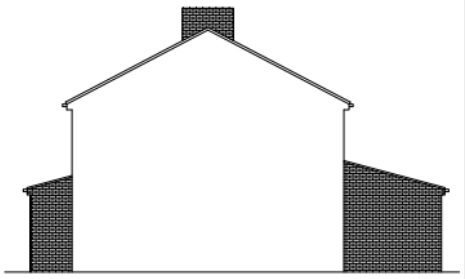

EXISTING END ELEVATION
SCALE 1:100 AT A3

Rev	Description	Drawn By	Ch'k	Appd	Date
A	Wall and porch added	JRB			05/02/25

JRB DESIGNS Ltd
1 Steel Road
Cudworth
Barnsley
S72 8LT
Tel 01226 383542
Fax: 01226 380078
Mobs: 07970 541202
Email: john@jrbdesigns.co.uk

Client
MR. M BARTNIC

Drawing Title
EXISTING ELEVATIONS HOUSE

Address
2 SHAW LANE
CARLTON
BARNSLEY
S71 3HG

Project Title
PROPOSED DETACHED GARAGE

Purpose of Issue
PLANNING

Drawing Status
FIRST ISSUE

Scale at A3	Drawn By	Date
AS SHOWN	JRB	24/10/2024
Checked By	Date	Approved By	Date
	24/10/2024		24/10/2024

Project No.	Drawing No.	Revision
MMB001	002	A

APPROVAL ☐ INFORMATION ☐ TENDER ☐ CONTRACT ☐ CONSTRUCTION ☐

Relevant Policies

The Development Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires development proposals to be determined in accordance with the development plan unless material considerations indicate otherwise. The Development Plan for Barnsley consists of the Barnsley Local Plan (adopted January 2019).

The Local Plan review was approved at a full Council meeting held 24th November 2022. The review determined that the Local Plan remains fit for purpose and is adequately delivering on 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, which is due to take place in 2027, or earlier, if circumstances require it.

The development site is allocated as urban fabric within the adopted Local Plan which has no specific allocation. The following Local Plan policies are relevant in this case:

- *Policy SD1: Presumption in favour of Sustainable Development.*
- *Policy D1: High quality design and place making.*
- *Policy GD1: General Development.*
- *Policy POLL1: Pollution Control and Protection.*
- *Policy T4: New Development and Transport Safety.*

National Planning Policy Framework (NPPF) and the National Planning Practice Guidance

In December 2024, the Government published a revised NPPF which is the most recent revision of the original Framework, first published in 2012 and updated several times, providing the overarching planning framework for England. The NPPF sets out the Government's planning policies for England and how they are expected to be applied. The NPPF must be taken into account in the preparation of local and neighbourhood plans and is a material consideration in planning decisions. The revised document has replaced the earlier planning policy statements, planning policy guidance and various policy letters and circulars, which are now cancelled.

Central to the NPPF is a presumption in favour of sustainable development (paragraph 10) and plans and decisions should apply this presumption in favour of sustainable development (paragraph 11). There are three dimensions to sustainable development: economic, social and environmental; each of these aspects are mutually dependent. The following NPPF sections are relevant in this case:

- *Section 2: Achieving sustainable development.*
- *Section 4: Decision-making.*
- *Section 9: Promoting sustainable transport.*
- *Section 12: Achieving well designed places.*

The National Design Guidance (2019) is a material consideration and sets out ten characteristics of well-designed places based on planning policy expectations. A written ministerial statement states that local planning authorities should take this guidance into account when taking decisions.

Supplementary Planning Guidance

In line with the Town and Country Planning (Local Planning) (England) Regulations 2012, Barnsley has adopted twenty-eight Supplementary Planning Documents (SPDs) following the adoption of the Local Plan in January 2019. The following SPDs are relevant in this case:

- *House extensions and other domestic alterations (Adopted March 2024).*
- *Trees and Hedgerows (Adopted May 2019).*
- *Parking (Adopted November 2019).*

The adopted SPDs should be treated as material considerations in decision making and are afforded full weight.

Consultations

This planning application has been advertised in accordance with Article 15 of the Town and Country Planning Development Management Procedure (England) Order 2015 (as amended).

Any neighbour sharing a boundary with the site has been sent written notification and the application has been advertised on the Council website. A 21-day re-consultation was also undertaken because of amended plans and description. A total of six representations were received from five interested parties. Concerns raised are summarised below:

- Number of vehicles parked and reversing onto Shaw Lane, including commercial vehicles.
- The garage could result in more vehicles reversing onto the main road.
- There is the potential for collision should vehicles from the application site and neighbouring properties be reversing onto the main road at the same time.
- The application site is potentially being used to operate a scrap business from.
- The garage is already being used to store industrial chemicals and fluids unlocked and open to the environments which is against COSHH regulations.
- Scrap cars are stored in this space overnight which must be a danger to both the environment and local residents.
- Impact on selling neighbouring properties due to the site potentially being used to operate a scrap business from.
- Fires are had in the garden.
- Noise and environmental pollution.
- There is a large container in the garden.
- Unfinished boundary walls.

Whilst all concerns are acknowledged only those which are material planning considerations can be considered. The impact on selling neighbouring properties, the storage of chemicals and fires within the garden are not material planning considerations and are therefore attributed no weight.

Forestry Officer	*Objection.*
Highways Development Control	*No objection.*
Planning Enforcement	*No comments received.*

Planning Assessment

For the purposes of considering the balance in this application, the following planning weight is referred to in this report using the following scale:

- Substantial
- Considerable
- Significant
- Moderate
- Modest
- Limited
- Little or no

<u>Principle of Development</u>

The proposed garage has been partially constructed to the north-west corner within the development site. A tree subject to a Tree Preservation Order (TPO) was removed unlawfully from this location to

facilitate the part-retrospective development which is an illegal and regrettable action. Whilst a tree subject to a TPO would have presented a constraint to proposed development had the tree remained in situ and development not already undertaken, the local planning authority (LPA) is presented with deeply unfortunate circumstances where the harm has already occurred through the removal of the tree. As such, the extent to which the removed tree amounts to a material consideration is limited in this instance. Consequentley, the LPA has determined that the removed tree no longer constitutes a constraint to development and therefore, extensions and alterations to a dwelling and the erection of detached garages within domestic curtilages are acceptable in principle if the development would remain subservient and be of a scale and design which would be appropriate to the host property and would not be detrimental to the amenity afforded to adjacent properties, including visual amenity and highway safety.

Impact on Trees

The Council's Forestry Officer was consulted and objected to the development because of the illegal and unacceptable removal of a protected tree without consent.

As established, the LPA acknowledges that it is presented with deeply regrettable and unfortunate circumstances. However, the LPA has judged that the removed protected tree does not constitute a constraint to development and therefore, the extent to which the removed tree amounts to a material consideration in this instance is limited.

It should be noted that this application does not act as a regularisation of the unlawful removal of the protected tree, and the LPA considers that potential enforcement action could and should be pursued separately, especially because of a legal duty requiring landowners to replace a protected tree that is removed, which could be enforced by a Tree Replacement Notice, if required. Consequently, there has been no further consideration given to the impact from the loss of the tree in this instance.

This is a wholly unusual case and should not be seen as a precedent whereby illegally removing a protected tree and carrying out unauthorised work is considered as acceptable in planning terms, nor should it be seen as a way to avoid enforcement action.

Moreover, existing legislation sets out a legal duty requiring landowners to replace a protected tree that is removed, a condition could be used to secure a replacement tree within the development site. This tree would then be protected by a Tree Preservation Order.

Scale, Design and Impact on Character

The House extensions and other domestic alterations SPD states modest sized single storey front extensions, which are in keeping with the style of the existing house, may be allowed.

In this instance, the retrospective front extension comprises a single storey, adopts a modest forward projection and adopts a sympathetic form and features, including a mono pitched roof and matching external materials, in accordance with the SPD. It replaces a previous conservatory-style extension and bay window. The new extension is a welcome addition which greatly improves the appearance of the front elevation of the application property.

The SPD states detached garages and outbuildings should relate sympathetically to the dwelling in style, proportions and external finishes. They should be single storey structures and the eaves height should not normally exceed 2.5 metres from ground level, whilst the ridge height should not exceed 4 metres. The standard internal floor area for a double garage is considered 6.5 metres x 6.5 metres.

In this instance, the part-retrospective double garage would comprise a single storey with an eaves height of approximately 2.4 metres, a ridge height of approximately 4.5 metres and an internal floor area of approximately 53 square metres, therefore, only partially complying with the Council's design guidance. However, the proposed ridge height would only be 0.5 metres higher and the internal floor

area would only be 10.8 square metres larger than normally permitted, which are modest differences. Moreover, the garage replaces a previous larger garage with greater prominence and poorer quality external finishes as viewed from historic Google Street View imagery. The part-retrospective garage would adopt a similar height and reduced floor area compared with the previous garage, and has been re-located to north-west corner within the development site which would reduce its prominence somewhat and re-instate the application property as the principal focus within the development site. The part-retrospective garage would adopt a sympathetic form and features, including a gable pitch roof and closely matching external materials. On balance, it is considered that the part-retrospective garage would be an overall improvement on previous development and would not significantly alter or detract from the character of the street scene or application property and is therefore considered acceptable in this instance.

The Walls and fences SPD states the design, the materials used, and the height of the wall or fence should reflect the local character, and particular care should be taken on site frontages and in other visually prominent locations or sensitive settings.

In this instance, there is no principal defining character to existing surrounding boundary treatments which utilise a diverse range of materials comprising stone, brick, railing and timber and composite fencing, and adopt varying heights. The part-retrospective wall to the south and west boundaries of the development site is constructed of brick and incorporates pillars with composite panels proposed to infill the space between pillars. The wall on the southern boundary replaces a previous brick wall of a similar height as viewed from historic Google Street View imagery. It also broadly maintains the height of the adjoining neighbouring wall. The wall on the western boundary replaces various types of fences of varying height as viewed from historic Google Street View imagery. It is staggered and gradually increases in height northwards but broadly reflects the height of the previous fencing. The walls are generally in-keeping with the local character in terms of the materials used and height and do not significantly detract from the character of the street scene. The walls are considered to better reflect local character and the character of the application property and provide a great improvement on previous boundary treatments by taking a consistent and cohesive approach to design.

During the application process, concerns were raised regarding unfinished boundary walls and the siting of a container within the development site. The LPA is advised that the container is temporary for the storage of equipment from the original garage until the new garage completes. Nonetheless, a condition could be secured to secure the removal of the container from the site. It is also anticipated that the boundary wall would be completed subject to the outcome of this application.

Considering the above, on balance, the development is not considered to significantly alter or detract from the character of the street scene or the original property which is therefore considered to weigh significantly in favour of the proposal.

The proposal is therefore considered to comply with Local Plan Policy D1: High Quality Design and Placemaking and is considered acceptable regarding visual amenity.

Impact on Neighbouring Amenity

During the application process, concerns were raised regarding noise, environmental pollution, and that a scrap business is potentially being operated from the development site, including the storage of scrap cars overnight.

Site visits were undertaken on 13th December 2024 and 6th June 2025, and whilst some commercial vehicles were seen within the development site and immediate surrounding area, there was no clear evidence that a business was being operated from the premises. Nevertheless, a condition could be used to limit the use of the part-retrospective garage for domestic purposes only. Should a business then operate from the development site, the LPA could seek to take appropriate enforcement action. A condition could also be used to control construction hours to limit any potential temporary impact which could arise from works.

Regarding overshadowing, the retrospective front extension adopts a restrained forward projection and height and replaces a previous extension and bay window of a similar scale. Therefore, there is unlikely to be any significant adverse impact on the amenity of the occupants of 2A Shaw Lane. The part-retrospective garage is located to the north-west corner within the development and to the south of the front garden of 4 Ivy Farm Close. Whilst development to the south of neighbouring properties is normally considered to have a greater impact regarding overshadowing, existing vegetation along the north boundary line could offer some mitigation. Moreover, the neighbouring property is set back within its plot and therefore, there is unlikely to be any significant impact on habitable room windows and the amenity of the occupants of 4 Ivy Farm Close. The occupants of the neighbouring property continue to benefit from a private rear garden that is unaffected by the part-retrospective proposal.

Due to the location of the part-retrospective development within the development site in relation to neighbouring properties, it is not considered that there would be significantly increased overlooking and loss of privacy or reduced outlook.

Considering the above, and subject to conditions, this is therefore considered to weigh significantly in favour of the proposal.

The proposal is therefore considered to comply with Local Plan Policy GD1: General Development and Local Plan Policy POLL1: Pollution Control and Protection and is considered acceptable regarding residential amenity.

Impact on Highways

During the application process, concerns were raised regarding the number of vehicles parked and reversing onto Shaw Lane, including commercial vehicles, and that the garage could result in more vehicles reversing onto the main road with potential for collision should vehicles from the application site and neighbouring properties be reversing onto the main road at the same time.

Ideally, vehicles should access and egress in a forward motion, and both the development site and neighbouring properties appear to benefit from some turning space within their respective curtilages to accommodate this. Notwithstanding this, individual drivers must bear responsibility for taking due care when operating a vehicle.

The development site benefits from extensive hardstanding to the front and side of the application property which can accommodate two or more vehicles, in accordance with the Parking SPD. Whilst there may be more than two vehicles parked within the development site and immediate surrounding area, including commercial vehicles, this does not necessarily evidence that a business is operating from the site. Moreover, there are no on-street parking restrictions within the immediate surrounding area. Nevertheless, individual drivers must bear responsibility for parking considerately and in a way that would not undermine highway safety. Notwithstanding this, considering the concerns raised, a condition could be used to limit the use of the part-retrospective garage for domestic purposes only. Should a business then operate from the development site, the LPA could seek to take appropriate enforcement action.

Highways Development Control were consulted, and whilst it was acknowledged that the site access on the bellmouth of the junction of Shaw Lane and Ivy Farm Close is not appropriate when assessed against the latest standards and criteria, it is existing and has been in situ since at least March 2011 based on Google Street View images, and therefore, no objections were raised in this instance. In addition, no concerns were raised regarding the height or position of the retrospective boundary wall or any potential impact on visibility splays. The LPA has no reason to disagree with these comments, especially as paragraph 116 of the NPPF states development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios. Such circumstances have not been identified in this instance.

Considering the above, this is considered to weigh moderately in favour of the proposal.

The proposal is therefore considered to comply with Local Plan Policy T4: New Development and Transport Safety and is considered acceptable regarding highway safety.

Planning Balance and Conclusion

In accordance with the provisions of paragraph 11 of the NPPF(2024), the proposal is considered in the context of the presumption in favour of sustainable development and therefore, for the reasons given above, and taking all other matters into consideration, the proposal complies with the relevant local and national planning policies and guidance and planning permission should be granted subject to necessary conditions.

RECOMMENDATION: Approve subject to conditions.

Justification

Statement of compliance with Article 35 of the Town and Country Development Management Procedure Order 2015.

In dealing with this application, the local planning authority (LPA) has worked with the applicant to find solutions to the following issues that arose whilst dealing with the planning application:

- To include the retrospective front extension and boundary walls within the proposal as they appeared to require planning permission and fell within enforceable periods.

Due regard has been given to Article 8 and Protocol 1 of Article 1 of the European Convention for Human Rights Act 1998 when considering representations, the determination of the application and the resulting recommendation. It is considered that the recommendation will not interfere with the applicant's and/or any objector's right to respect for his private and family life, his home and his correspondence.

Conditions:

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
   Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990.

2. The development hereby approved shall be carried out strictly in accordance with the amended plans:

   MMB001 001 Rev. A Site Plans received 19th March 2025.
   MMB001 002 Rev. A Existing Elevations House received 16th February 2025.
   MMB001 003 Proposed Elevations.
   MMB001 004 Rev. A Proposed Plans received 16th February 2025.

   and specifications as approved unless required by any other conditions in this permission.
   Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policy D1 High Quality Design and Place Making.

3. The external materials shall match those used in the existing building and those specified by the approved documents listed above.
   Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policy D1 High Quality Design and Place Making.

4. Upon completion of the garage herby permitted, the steel container shall be removed from the development site.
   Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policy D1 High Quality Design and Place Making.

5. Within the first planting season the Weeping Willow tree which has been removed shall be replaced by a new Weeping Willow (*Salix babylonica*). The replacement tree shall be planted in a suitable location within the rear garden.

   Specification: A Heavy Standard tree (stem diameter 10-12cm) shall be planted and affixed (with flexible tree ties) to a tanalised tree stake (minimum diameter 75mm) at a height of no more than 1m above ground level. In order to aid establishment a suitable mulch shall be applied (e.g. semi-composted woodchip to a minimum depth of 75mm) around the tree to a radius of 1m. The tree shall be watered immediately after planting then whenever required to ensure successful establishment. Within two weeks of planting the Local Authority Tree Officer shall be informed and invited to inspect the new tree. The new tree shall be subjected to a Tree Preservation Order in replacement of the felled tree. Any tree which fails to become established within 5 years from planting shall be replaced with another tree of the same original specification. The local planning authority shall be notified in writing within 5 days of the planting of the replacement tree in order to carry out an inspection.
   Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policy D1 High Quality Design and Place Making.

6. Construction or demolition-related activity shall only take place between the hours of 08:00 to 18:00 Monday to Friday and 09:00 to 14:00 on Saturdays and at no time on Sundays or Bank Holidays.
   Reason: To reduce or remove adverse impacts on health and the quality of life, especially for people living and/or working nearby, in accordance with Local Plan Policy POLL1 Pollution Control and Protection.

7. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development (England) Order 2015 (or any Order revoking and/or re-enacting that Order),

the garage hereby permitted shall be retained as such and shall not be used for any purpose other than uses ancillary to the main dwelling (2 Shaw Lane, Carlton, Barnsley, S71 3HG). It shall not be used for any trade or business purposes, nor used as a separate residential use or annex and shall not be severed at a later date to create a separate planning unit.
Reason: To ensure that the use of the existing access is not intensified to the detriment of road safety in accordance with Local Plan Policy T4 New Development and Transport Safety, and to ensure that the residential use of the site is not intensified, contrary to sustainable development and Local Plan Policy T3 New Development and Sustainable Travel.

8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), no enlargement, improvement or other alteration of the dwelling which would otherwise be permitted by Part 1 of Schedule 2 to that Order shall be carried out without the prior written consent of the local planning authority, and no garages or other outbuildings shall be erected.
Reason: In the interests of the visual amenities of the dwelling and the local area in accordance with Local Plan Policy D1 High Quality Design and Place Making, and to safeguard the available amenity space of the application property in accordance with Local Plan Policy GD1 General Development.

9. The parking facilities, indicated on the submitted plan, shall be surfaced in a solid bound material (i.e. not loose chippings) and made available for the parking of motor vehicles prior to the development being brought into use, and shall be retained for that sole purpose at all times. Adequate measures shall be so designed into the proposed vehicular areas to avoid the discharge of surface water from the site on to the highway.
Reason: To ensure that there are adequate parking facilities to serve the development which are constructed to an acceptable standard; to ensure adequate provision for the disposal of surface water and to prevent mud/debris from being deposited on the public highway and to prevent the migration of loose material on to the public highway to the detriment of road safety and in accordance with Local Plan Policy T4 New Development and Transport Safety.

10. The parking facility hereby permitted shall not be brought into use until pedestrian visibility splays of 2m x 2m to the back edge of the footway have been provided at the proposed access. Nothing shall be erected, retained, planted and/or allowed to grow at or above a height of 0.6m to the rear of the footway which would obstruct the visibility splays. The visibility splays shall be maintained free of obstruction at all times thereafter for the lifetime of the development.
Reason: To ensure drivers have clear and unrestricted views of approaching pedestrians when pulling out onto the public highway, in the interest of highway safety and in accordance with Local Plan Policy T4 New Development and Transport Safety.

Informative(s):

11. The granting of planning permission does not in any way infer that consent of the landowner is given. Therefore, the consent of all relevant landowners is required before proceeding with any development, including that of the Council as landowner.

    If it should transpire that the applicant does not own any of the land included in this consent, then it is the responsibility of the applicant to seek all necessary consents and approvals of the landowner.

12. The applicant/contractor should note that to deposit mud/debris on the public highway, or anything which may cause a nuisance or possible danger to road users, is an offence under provisions of the Highways Act 1980.