

**Application Reference:** 2025/0654.

**Location:** 2 Coleridge Avenue, Monk Bretton, Barnsley, S71 2DG.

## Introduction

This application seeks planning permission for the erection of a single storey side and rear extension to the dwellinghouse; the erection of two-storey outbuilding in the rear garden consisting of storage and recreational space at ground floor level and a single garage at upper floor level; the installation of a dropped kerb and the formation of parking area to front with associated alterations to boundary treatments and landscaping, following removal of the existing garage.

## Relevant Site Characteristics

This application relates to a modest-sized prominent corner plot located at the junction of Coleridge Avenue (west) and Byron Drive (south) and in an area which is principally residential characterised by two-storey detached and semi-detached dwellings of varying scale and appearance. The existing street scene material palette comprises a mix of brickwork and render. Existing boundary treatments comprise a mix of stone and brick walls – some with metal and timber infill panels – of varying scale and appearance, and hedges and other vegetation. The topography of the locality falls considerably northeast to southwest.

The property in question is a modest-sized two-storey detached dwelling constructed of brickwork with white render to its front (southwest) elevation. The property has a brown concrete pantile gable pitched roof. The property is fronted by a modest-sized garden which is bounded by a low retaining stone wall which extends to the side (south) and rear (northeast). To the rear is a stepped garden and an existing single storey detached garage served by an existing driveway and access off Byron Drive. There is an existing conservatory-style side extension to the north elevation, and an adjoined rear extension constructed of stone. The topography of the site follows that of the wider locality and falls considerably northeast to southwest.



## Site History

There is no planning history associated with the development site.

## Detailed Description of Proposed Works

This application seeks planning permission for the erection of a single storey side and rear extension to the dwellinghouse; the erection of two-storey outbuilding in the rear garden consisting of storage and recreational space at ground floor level and a single garage at upper floor level; the installation of a dropped kerb and the formation of parking area to front with associated alterations to boundary treatments and landscaping, following removal of the existing garage.

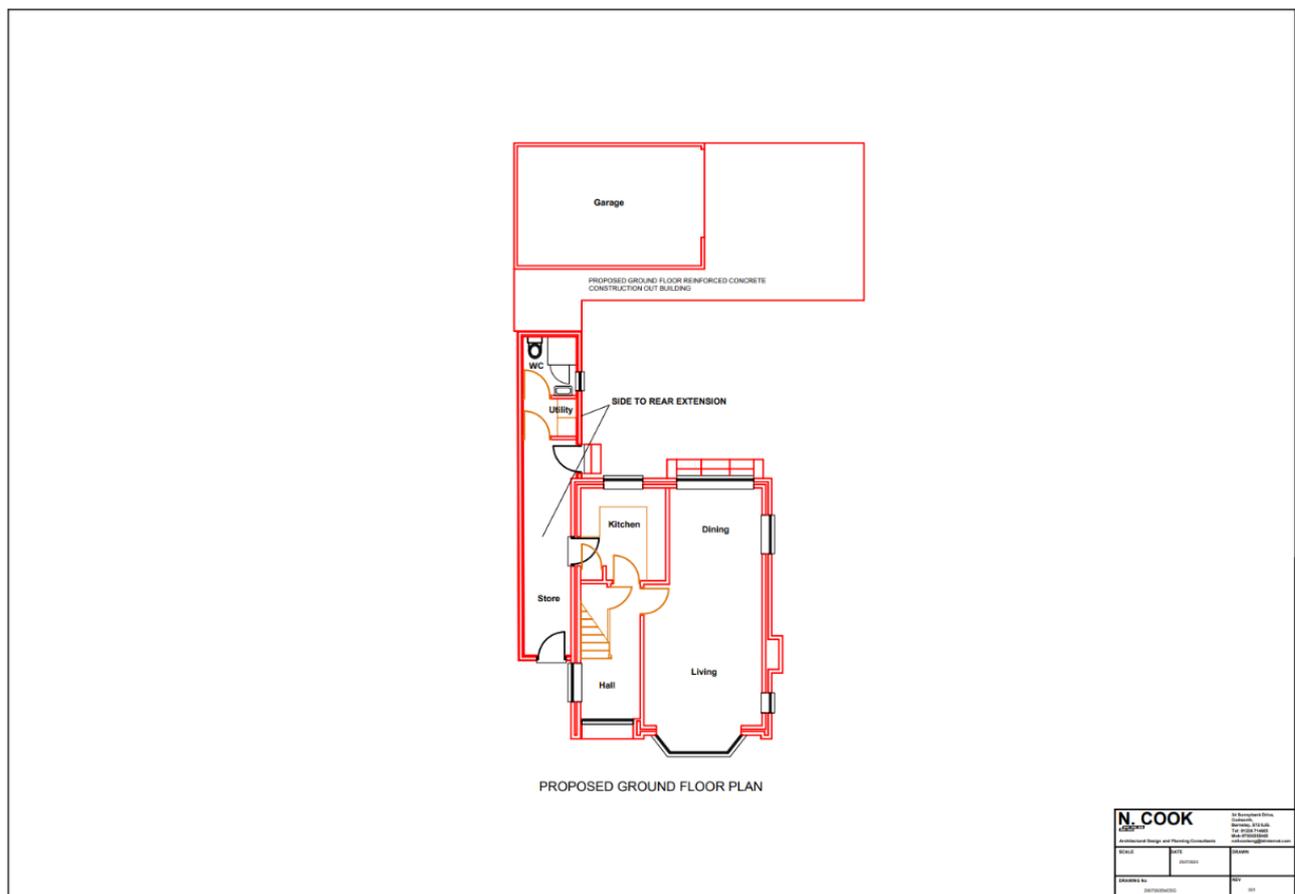
The proposed single storey side and rear extension would measure approximately 2.0 metres (W) x 10.5 metres (L) x 3.9 metres (H) and would be rendered to match existing.

The existing detached garage to the rear would be removed. The proposed replacement detached garage would measure approximately 4.0 metres (W) x 6.0 metres (L) x 3.0 metres (H) and would be rendered to match existing. The ground immediately below the garage would be excavated and a reinforced concrete outbuilding created for storage and recreational space purposes. There would be no changes to existing ground levels within the development site.

A dropped kerb would be installed to the southwest off Coleridge Avenue and a new driveway formed to the front of the property.

The proposal includes new concrete post and timber panelled fencing that would be erected on all site boundaries and would be between 1.5-metres to 1.8-metres-high.

During the application process, the proposal was amended to reduce the total height of the proposed garage and to reduce the height of the proposed fencing to the front.





## 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 in 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 GD1: General Development.*
- *Policy POLL1: Pollution Control and Protection.*
- *Policy D1: High Quality Design and Place Making.*
- *Policy T3: New Development and Sustainable Travel.*
- *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 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).*
- *Walls and fences (Adopted May 2019).*
- *Parking (Adopted November 2019).*

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

## Representations

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.

One objection was received with the concerns raised summarised as follows:

- Excessive scale and increased height of the proposed garage.
- Risk to structural integrity of neighbouring garage.
- Inadequate information provided.

While all concerns raised are acknowledged, those raised regarding the risk to the structural integrity of a neighbouring garage would be considered during future regulatory stages (Building Regulations Approval). Householder applications are not normally required to be supported by engineering detail, structural assessments, a construction method statement or mitigation measures explaining how the foundations can be excavated safely without undermining adjoining structures.

This application is supported by cross sectional drawings, which alongside other submitted drawings are considered sufficient for the purposes of assessing the potential impacts of the proposed scheme and determining the application.

## Consultees

Pollution Control	<i>No objection(s) subject to condition(s).</i>
Highways Development Control	<i>No objection(s) subject to condition(s).</i>

## 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 unless the NPPF establishes a specific weight:

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

### Principle of Development

Extensions and alterations to a dwelling are acceptable in principle if the development would remain subservient and would 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 Neighbouring Amenity

During the application process, concerns were raised regarding the excessive scale and increased height of the proposed garage and its potential adverse impact on neighbouring properties.

Regarding overshadowing impact, the proposed extension would be erected to the south of adjacent plot 4 Coleridge Avenue and therefore, it is acknowledged that some impact could occur. However, the proposed extension would replace an existing extension of a similar scale and would be erected between the application dwelling and an adjacent detached garage within the neighbouring plot. As such, it is not considered that the proposal would contribute to significantly increased overshadowing when compared with any existing level of impact which may likely be experienced and tolerated. The occupant(s) of 4 Coleridge Avenue were notified of this application, and no objections were received.

During the application process, the height of the proposed garage was reduced. The proposal would replace an existing detached garage to the northeast corner within the development site and would have a scale and height similar to existing. As such, it is not considered the proposed garage would contribute to significantly increased overshadowing when compared with any existing level of impact which may likely be experienced and tolerated, including to the rear curtilage of 4 Coleridge Avenue and to the adjacent driveway and detached garage in the neighbouring curtilage of 1 Byron Drive. A new 1.8-metre-high fence would be erected between the application and neighbouring driveways off Byron Drive. However, given a significant fall in existing topography levels, this would not adversely affect the amenity of the occupant(s) of 1 Byron Drive due to their dwelling and garden being located higher than the development site.

The proposed lower-level outbuilding would be created within an excavated area of land immediately below the rear garage and driveway. There would be no changes to existing ground levels to enable the development. As such, it is not considered that this element of the proposal would contribute to significantly increased overshadowing when compared with any existing level of impact which may likely be experienced and tolerated because of existing topography and ground levels.

Considering the above, the proposal is considered acceptable regarding its overshadowing impact.

Regarding overlooking and loss of privacy, new apertures would be limited to the southeast elevation of the proposed extension and the southwest elevation of the proposed lower-level outbuilding which face into the development site and away from surrounding neighbouring properties.

The development site is readily visible from the surrounding public realm of Byron Drive which results in minimal privacy for the occupant(s) of the application dwelling due to no meaningful and adequate boundary treatments being in situ. As such, new 1.8-metre-high boundary fencing is proposed. While it is accepted that new boundary fencing could achieve significant benefits for the occupant(s) of the application dwelling in respect of privacy, this must be weighed against visual amenity impacts which are considered further in this report.

Considering the above, the proposal is considered acceptable regarding its overlooking and loss of privacy impact.

Regarding reduced outlook, the proposal would not impede existing habitable room windows on the application and surrounding neighbouring dwellings.

Considering the above, the proposal is considered acceptable regarding its reduced outlook impact.

The proposal is therefore not considered to contribute to significant overshadowing, overlooking and loss of privacy, or reduced outlook impacts which may otherwise adversely affect the amenity of the occupants of the application and neighbouring properties.

Should this application be approved, a condition could be used to restrict use of the proposed garage for domestic purposes only. A condition could also be used to restrict the use of the proposed lower-level outbuilding for incidental ancillary purposes only and not for any business uses or to provide a separate residential unit or annexe.

It is acknowledged that there could be some disruption and nuisance caused to people in the locality

during construction works. However, any impact is anticipated to only be temporary and construction hours could be controlled by condition.

Considering the above, this is 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.*

### Scale, Design and Impact on Character

During the application process, concerns were raised regarding the excessive scale and increased height of the proposed garage and its potential adverse impact on local character.

The existing street scene character of Coleridge Avenue (west) and Byron Drive (south) is in an area which is principally residential characterised by two-storey detached and semi-detached dwellings of varying scale and appearance with the existing street scene material palette comprising a mix of brickwork and render. Existing boundary treatments comprise a mix of stone and brick walls – some with metal/ timber infill panels – of varying scale and appearance, and hedges and other vegetation.

During the application process, the proposal was amended to reduce the total height of the proposed garage and to reduce the height of the proposed fencing to the front.

The proposed garage would adopt a sympathetic scale and appearance that would reflect the scale and appearance of the existing garage and adjacent neighbouring garage. The proposed use of light coloured render would mimic the painted exterior of the existing garage and materiality of the original dwelling. In addition, some surrounding neighbouring properties feature varying amounts of render, some of which is prominent within the street scenes of Coleridge Avenue and Byron Drive.

The proposed extension would adopt a sympathetic form and appearance comprising a tiled mono-pitched roof and use of light-coloured render. The proposed extension would replace existing single storey extensions that adopt a conservatory-style appearance or stone construction, and which are of a similar scale and height.

The proposed lower-level outbuilding would be created within an excavated area of land immediately below the rear garage and driveway. There would be no changes to existing ground levels to enable the development. The proposed lower-level outbuilding would feature extensive glazed apertures on its southeast elevation facing into the development site which would likely have a neutral appearance given the degree of transparency that would be achieved and given existing topography levels which mean it would be set below the street level of Byron Drive therefore reducing its prominence.

The proposal includes new concrete post and timber panelled fencing that would be erected on all site boundaries and would be between 1.5-metres to 1.8-metres-high.

The Council's adopted Walls and fences SPD states that the design, materials used, and the height of proposed fences should relate to the character of the area. Care should be taken on site frontages and in other visually prominent locations. In urban and suburban areas, the use of stone, artificial stone and brick walls, good quality timber fencing, iron railings or hedges will usually be appropriate depending on the type and colour of the materials proposed and the character of the area and the individual property.

There is some evidence of timber fencing to the front and side of properties along Coleridge Avenue, but this becomes less common within the street scene of Byron Drive. However, existing boundary treatments comprise a mix of stone and brick walls – some with metal/ timber infill panels – of varying scale and appearance, and hedges and other vegetation. The proposed fencing has been reduced

in height to the front (southwest) to better reflect the scale of the existing boundary treatments along Coleridge Avenue.

The proposed fence would increase in height to 1.8-metres-high along Byron Drive and would be a prominent feature within the street scene. While Byron Drive is not characterised by similar types of fencing forming boundary treatments to neighbouring properties, the proposed fence type and height is common for residential settings and is usually considered appropriate for such areas. The proposal would provide screening to the proposed extension and lower-level outbuilding to the rear and would provide increased privacy for the occupant(s) of the application dwelling. In this instance, a balanced approach has been taken considering the potential benefits of the proposed fence weighed against potential visual amenity impacts. In this instance, on balance, the potential benefits of the proposed fence previously outlined are considered to outweigh any potential disbenefits in respect of potential impact on visual amenity. The proposed fence type is common for residential areas and would likely appear as a neutral element within the street scene of Byron Drive and the more varied street scene of Coleridge Avenue while screening and reducing the prominence of other development. Therefore, the proposed fence is considered acceptable in this instance, especially as a smaller fence no higher than 1-metre of the same type could be erected using permitted development rights and would likely have a similar impact on visual amenity and the character of the street scene. Furthermore, it is not considered the proposed fencing alone would justify the refusal of an otherwise acceptable scheme and would unlikely be defensible and could be allowed at appeal.

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 D1: High Quality Design and Placemaking and is considered acceptable regarding visual amenity.*

#### Impact on Highways

The proposal is not considered to be prejudicial to highway safety because existing off-street parking and access arrangements within the development site would not be affected and the proposal would not result in a requirement to provide additional spaces. The proposal would maintain a garage and driveway off Byron Drive and a new access and parking area would be formed off Coleridge Avenue. As Coleridge Avenue is not a classified road, planning permission is not required for the installation of a dropped kerb, but a dropped kerb license will be required. Similarly, the proposed parking area could have been created using permitted development rights. Highways Development Control were consulted, and no objections were received.

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 provision of paragraph 11 of the NPPF (2024), the proposal is considered in the context of the presumption in favour of sustainable development.

Having balanced all material planning considerations, while an objection was received in respect of this proposal, it is considered that the concerns raised have been appropriately addressed through amendments. The proposal is considered acceptable in respect of its impact on residential amenity and highway safety and while there could be some impact on visual amenity because if the proposed fence, any potential disbenefits are considered to be outweighed by the potential benefits which include screening of other proposed development and increase privacy for the occupant(s) of the application dwelling. The proposed fence type is also common for residential settings and urban and suburban areas.

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 the 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:

- Reduce the overall height of the proposed garage.
- Reduce the height of the proposed fence to the front (southwest).

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:

25072025NCDG 001 Site Plan.

25072025NCDG 001 Proposed Landscape Detail.

25072025NCDG 001 Proposed Ground Floor Plan.

25072025NCDG Proposed Right Elevation received 14<sup>th</sup> December 2025.

25072025NCDG Proposed Left Elevation received 14<sup>th</sup> December 2025.

25072025NCDG Proposed Front and Rear Elevations received 14<sup>th</sup> December 2025.

25072025NCDG Section A-A received 14<sup>th</sup> December 2025.

25072025NCDG Sections B-B and C-C and D-D received 14<sup>th</sup> December 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 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. 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 lower-level outbuilding hereby permitted shall be retained as such and shall not be used for any purpose other than uses ancillary to the main dwelling (2 Coleridge Avenue, Monk Bretton, Barnsley, S71 2DG). It shall not be used for any trade or business purposes, nor used as a separate residential use or annexe 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.**

5. 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 the garaging of private motor vehicles associated with residential occupation of the property (2 Coleridge Avenue, Monk Bretton, Barnsley, S71 2DG) and ancillary domestic storage. It shall not be used for any trade or business purposes, nor used as a separate residential use or annexe and shall not be severed at a later date to create a separate planning unit.

**Reason: To retain the garage for parking purposes in accordance with Local Plan Policy T4: New Development and Transport Safety.**

6. Construction or demolition-related activity shall only take place between the hours of 08:00am – 18:00pm Monday to Fridays, 09:00am – 14:00pm Saturdays and at no time on Sundays and 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. Before the development hereby approved is brought into use, that part of the site to be used by vehicles shall be surfaced in a bound, solid material and adequate measures shall be so designed into the proposed access to avoid the discharge of surface water from the site on to the highway.

**Reason: 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.**

**Informative(s):**

1. 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.

2. It is recommended that measures are taken to prevent a nuisance/ or effect the quality of life of local residents. Please note that the Council's Pollution Control Team have a legal duty to investigate any complaints about noise, smoke or dust. No waste should be burnt. If a statutory nuisance is found to exist, they must serve an Abatement Notice under the Environmental Protection Act 1990. Failure to comply with the requirements of an Abatement Notice may result in a fine of up to £20,000 upon conviction in Magistrates' Court. It is therefore, recommended that you give serious consideration to the steps that may be required to prevent a noise, dust or smoke nuisance from being created.
3. During demolition and construction best, practicable means shall be employed to minimise dust. Such measures may include water bowsers, sprayers whether mobile or fixed, or similar equipment.
4. During demolition and construction effective steps shall be taken by the applicant to prevent the deposition of mud, dust and other materials on the adjoining public highway caused by vehicles visiting and leaving the site. Any accidental deposition of dust, slurry, mud or any other material from the site, on the public highway shall be removed immediately by the developer.
5. The development hereby approved includes the creation of/carrying out of alterations to vehicular access (es). You are advised that before undertaking work on the adopted highway you will require a Section 184 licence from the Highway Authority. The works shall be to the specification and constructed to the satisfaction of the Highway Authority. Fees are payable for the approval of the highway details, and inspection of the works. Further information and an application form are available on the BMBC website at <https://www.barnsley.gov.uk/services/roads-travel-and-parking/parking/dropped-kerbs/> or please contact at email [Streetworks@barnsley.gov.uk](mailto:Streetworks@barnsley.gov.uk) or call to 01226 773555.