

Application Reference Number:	2025/0408		
Application Type:	Householder		
Proposal Description:	Erection of garage		
Location:	64 Fitzwilliam Street, Elsecar, Barnsley, S74 8EA		
Applicant:	Mr Tyrone Ellis		
Third-party representations:	Two	Parish:	None
		Ward:	Hoyland Milton

Summary:

This planning application has been submitted by Mr Tyrone Ellis and seeks householder planning permission for the erection of a garage to the rear of the property.

The site falls within Urban Fabric and the Elsecar Conservation Area as allocated by the adopted Local Plan. Development comprising alterations to an existing residential building are considered acceptable in principle if proposals would not significantly adversely affect residential amenity, visual amenity, highway safety, and where satisfactory standards of design are achieved. In addition, in this case there must be no harm to conservation area and listed building.

The proposal would have no adverse impact on highway safety, residential or visual amenity and is considered acceptable in policy terms. The proposal is therefore considered to be an acceptable and sustainable form of development in accordance with Section 2 of the National Planning Policy Framework (NPPF, 2024).

Recommendation:

Approve subject to conditions

Site Description

The dwelling is a Grade II listed, stone built, two-storey terraced dwelling located on Fitzwilliam Street in the Elsecar Conservation Area. Fitzwilliam Street has a consistent residential street scene featuring similar dwellings to the host dwelling with some commercial uses also present. The dwelling has a garden area to the front. To the rear is another garden area as well as an existing outbuilding which is connected to other outbuildings belonging to other dwellings on the terrace.

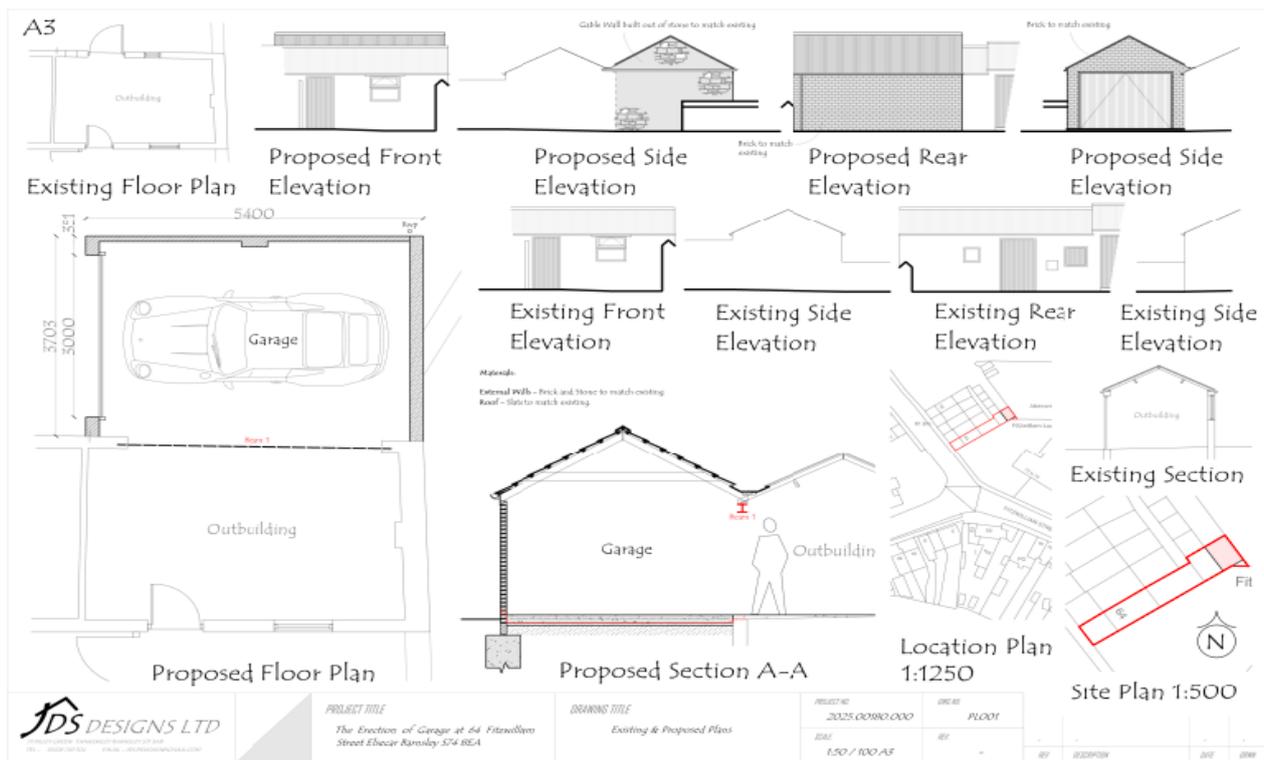
Planning History

There is one planning application associated with the site.

Application Reference	Description	Status
2011/1343	Erection of rear detached garage	Approved with Conditions

Proposed Development

The applicant seeks approval for the erection of a single storey garage with a width of 3.75 meters and a length of 5.4 metres. The garage features a pitched roof with a ridge height of 3.6 metres and an eaves height of 2.35 metres. The materials used will be matching brick, stonework and roof tiles.



Relevant Policies

The Development Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires 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 the full Council meeting on 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 / Elsecar Conservation Area

To the extent that development plan policies are material to an application for planning permission the decision on the application must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004). In reference to this application, the following policies are relevant:

Policy SD1: Presumption in favour of Sustainable Development – States that proposals for development will be approved where there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents. Development will be expected to be compatible with neighbouring land and will not significantly prejudice the current or future use of neighbouring land. Policy GD1 below will be applied to all development.

Policy GD1: General Development – Development will be approved if there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents. Development will be expected to be compatible with neighbouring land and will not significantly prejudice the current or future use of neighbouring land.

Policy D1: High quality design and place making – Development is expected to be of a high-quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and other features of Barnsley.

Policy HE1: The Historic Environment – Positively encourage developments that help in the management, conservation and understanding of the historic environment.

Policy HE3: Developments affecting Historic Buildings – Proposals involving historic buildings should conserve and where appropriate enhance, respect historic precedents, and capitalize on opportunities to reveal significance.

Policy T4: New Development and Transport Safety – 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.

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

In December 2024, The Government published a revised National Planning Policy Framework ("NPPF") which is the most recent revision of the original Framework, published first in 2012 and updated a number of times, providing the overarching planning framework for England.

It 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. This 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 which is at the heart of the framework (paragraph 10) and plans and decisions should apply this presumption in favour of sustainable development (paragraph 11). The NPPF confirms that there are three dimensions to sustainable development: economic, social and environmental; each of these aspects are mutually dependent.

The most relevant sections are:

- Section 2: Achieving sustainable development
- Section 4: Decision making
- Section 12: Achieving well-designed places
- Section 16: Conserving and enhancing the historic environment

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 it into account when taking decisions.

Supplementary Planning Documents

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 most pertinent SPD's in this case are:

- House extensions and other domestic alterations
- Parking

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

Representations

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

Any neighbour sharing a boundary with the site has been sent written notification and the application has been advertised on the Council website. Two comments have been received and in summary raised the following points.

- We have no issues with the proposed plans and think it is a good addition to the property.
- Can you confirm that it is not to be on the adjacent allotment gardens site.

The garage is not proposed on the allotment; it will be in between that and the existing outbuilding.

Consultations

The LPAs' Conservation Officer was consulted and raised no objections subject to a listed building application being submitted.

Highways Development Control (DC) were consulted and raised no objections.

Assessment

The main issues for consideration are as follows:

- The acceptability of the principle of the development
- The impact on the character of the conservation area

- The impact on the character of the host dwelling
- The impact on neighbouring residential properties
- The impact on the highway network and highways standards

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

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. Alterations and 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.

The application property is Grade II listed and the site also falls within the Elsecar Conservation Area, as such, proposals should conserve and where appropriate enhance the designated heritage assets in accordance with Local Plan HE3 and NPPF section 16.

Impact on Neighbouring Residential Amenity

The SPD states that “*detached garages should be single storey structures and the eaves height should not normally exceed 2.5 meters from ground level*”. The proposed garage has a pitched roof with a maximum height of 3.6 metres and an eaves height 2.35 metres which is in accordance with the above recommendation. This weighs significantly in favour of the proposal. The proposed garage will not have a significant detrimental impact on any neighbouring property by way of overshadowing or being overbearing as it is set behind an existing outbuilding. The use of the garage will be conditioned for domestic use only. The proposal is considered to be in compliance with Local Plan Policy GD1: General Development and is acceptable in terms of residential amenity.

Scale, Design and Impact on the Character of the Dwelling and Conservation Area

The SPD states that “*materials should normally be of the same type, colour and texture to the existing house or as close a match as possible*”. In this case, the proposed materials will be matching brickwork, stonework and roof tiles to the dwelling which is therefore acceptable. The garage utilises a pitched roof which is akin to the existing dwelling’s pitched roof and therefore acceptable. This weighs significantly in favour of the proposal.

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 case the garage is sited to the rear of the dwelling behind an existing outbuilding which is acceptable. This weighs significantly in favour of the proposal.

In terms of the impact upon the listed building and conservation area, the garage addition is deemed appropriate and doesn’t cause any harm. This weighs significantly in favour of the proposal. Even so, for completeness outbuildings in the curtilage of listed buildings of any age, that remain closely associated in terms of the function and ownership, need listed building consent. A listed building consent application is to be approved before any development starts on site. This will also be noted on the decision notice.

The proposed garage conforms to the SPD in terms of its external materials, roof type and siting therefore it will not have a significantly detrimental impact upon the character of the street scene due to the harmony with the existing dwelling and being set to the rear. The proposed development is therefore not considered to be contrary to Local Plan Policy D1: High Quality Design and Place Making and is considered acceptable in terms of visual amenity.

Highway Safety

There will be no impact upon highway safety. The proposal does not affect the layout of the host dwelling, so there is no impact on the required number of off-street parking spaces associated with the property. Although the garage is not to the minimum dimensions required to consider it a formal parking place as the depth is less than 6 metres, the scheme is not detrimental to parking provision at the site. This weighs significantly in favour of the proposal.

Planning Balance and Conclusion

For the reasons given above, and taking all other matters into consideration, the proposal complies with the relevant plan policies and planning permission should be granted subject to necessary conditions. Under the provisions of the NPPF, the application is considered to be a sustainable form of development and is therefore recommended for approval.

Recommendation

Approve subject to conditions

Justification

STATEMENT OF COMPLIANCE WITH ARTICLE 35 OF THE TOWN AND COUNTRY DEVELOPMENT MANAGEMENT PROCEDURE ORDER 2015

It has not been necessary to make contact with the applicant to request amendments to the proposal during the consideration of the application, as it was deemed acceptable.

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 objections, 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.