

Application Reference Number:	2026/0107		
Application Type:	Householder		
Proposal Description:	Erection of detached double garage		
Location:	30A Fearn House Crescent, Hoyland, Barnsley, S74 0BA		
Applicant:	Mr Neil Whitlam		
Third-party representations:	None	Parish:	None
		Ward:	Rockingham

Summary:

This planning application seeks householder planning permission for the erection of detached double garage. A previous application for a double garage 2023/0906 was refused at the same site.

The site falls within Urban Fabric 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.

The proposal does not comply with the relevant plan policies and planning permission should not be granted. The proposed garage is in direct conflict with several key elements of the SPD in terms of outbuildings. Most notably, the ridge height exceeds the maximum amount allowed in the SPD and the garage has a significant footprint with internal floor space measuring 118sqm. All of these elements combine to result in an extremely large development which is of an excessive size for a domestic outbuilding.

Recommendation:

Refuse

Site Description

The property is a large, detached brick-built dwelling located on Fearn House Crescent in Hoyland. The site is located within a generous curtilage, significantly set back from the road due to a long access drive and has a parking area to the side (west). The dwelling already benefits from an existing two-storey triple garage set to the northeast of the dwelling which was approved alongside the planning permission for the dwelling (00/1341/HN). The immediate surrounding area is primarily residential, with a variety of dwelling type, size, and external materials, but most notably the dwellings closest to the siting of the proposed garage are single storey dwellings.

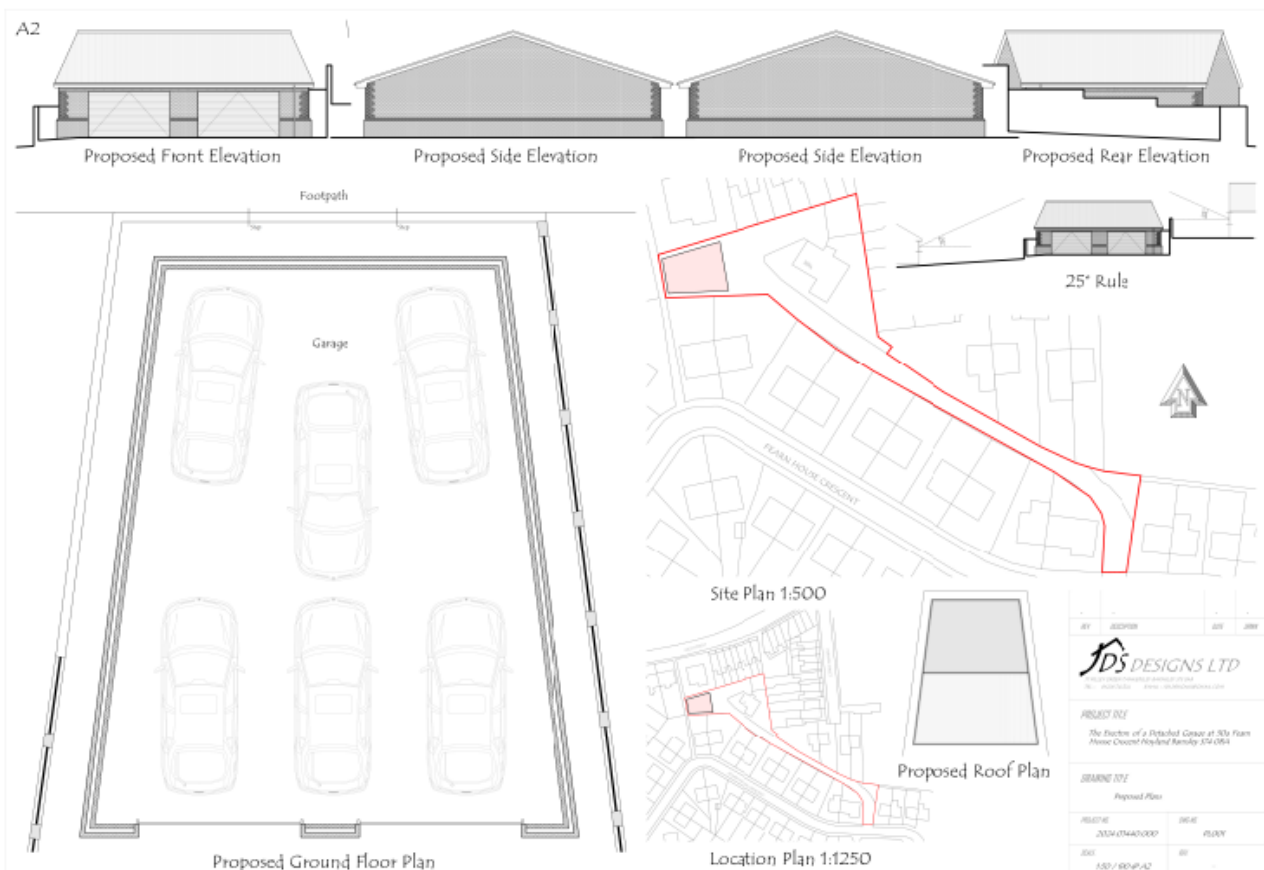
Planning History

There are two previous applications for the site.

Application Reference	Description	Status
B/00/1341/HN	Erection of detached house and detached triple-bay garage/store building (revised siting)	Approved with Conditions
2023/0906	Erection of detached treble garage outbuilding with first floor home office room above and 3no dormer windows set within the roof plane on the front elevation	Refused

Proposed Development

The applicant is seeking approval for the erection of a large, detached garage accessed by two no. garage doors. The garage has a length of 13.7 metres and a width of 11.65 metres to the front (widest). This results in a floor space of 118sqm. The garage will feature a pitched roof with a ridge height of 5 metres and an eaves height of 2.35 metres. The materials used will be matching brickwork and roof tiles to the existing dwelling.



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

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 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

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; no comments have been received.

Consultations

Highways DC – No objections subject to condition

Assessment

The main issues for consideration are as follows:

- The acceptability of the principle of the development
- The impact on the character of the 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. 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.

Impact on Neighbouring Residential Amenity

The SPD states that “*detached garages and outbuildings 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 proposed garage has a pitched roof with an eaves height of 2.35 metres which is compliant. However, the proposed garage is a tall structure for a single storey and would have a ridge height of 5 metres. The additional roof height over the guidance of the SPD is not acceptable.

Single storey residential properties are set directly to the side (north & south) of the proposed garage. These properties are 282A West Street to the north and 12 & 14 Fearn House Crescent to the south. The SPD states with regards to habitable room windows that “*a distance of 12 metres should be maintained to a blank gable wall*”. In this case the blank gable wall is that of the proposed garage. The habitable room windows on the rear elevation of 282A West Street are 7 metres away from the proposed garage which is 5 metres short of guidance and therefore unacceptable as it would affect the outlook of these residents. This weighs substantially against the proposal.

The habitable room windows on the rear elevation of 12 & 14 Fearn House Crescent are 11 metres away from the proposed garage which is 1 metre short of the guidance and although not as egregious as the impact would be to 282A West Street, it is still unacceptable. The proposed garage would be considerably overlooked from the adjacent dwellings and cause a harmful loss of outlook to the rear elevations of the impacted dwellings.

Although reduced in height from the previous refusal the proposed garage is still a tall structure at 5 metres in height and in conflict with the guidance above. There is no justification given for the proposed height which goes over and above the required height for that needed for the parking of motor vehicles. This weighs significantly against the proposal.

Finally, the proposed garage is situated to the south of neighbouring properties on West Street and extensions and outbuildings situated directly to the south of neighbouring properties and their garden areas generally have a greater overshadowing impact due to their positioning and the movement of the sun throughout the day. The proposed garage is of a significant size, scale and massing with a high roof ridge height which far exceeds the height of the existing boundary treatment and any boundary treatment that could be erected without planning permission. The boundary treatment required to screen the garage would therefore also be harmful.

It is noted that the applicant has provided a shadow impact report and analysis which shows the potential impact of shadows created by the proposed garage. The report deems the impact to be negligible and that there will be no adverse impact upon neighbouring properties. The LPA disagrees with this assessment. The analysis also shows the size of the proposed garage in relation to the neighbouring properties further underling the point regarding the excessive size and scale.

It is therefore still deemed that the proposed garage would cause a significant overshadowing of 282A West Street, its rear habitable room windows and its rear garden area. As such the proposal is not in compliance with Local Plan Policy D1 in that it is of poor design and would also be in conflict

with Local Plan Policy GD1 in that it will have a significant adverse effect on the residential amenity of existing residents. This weighs significantly against the proposal.

Scale, Design and Impact on the Character of the Dwelling

As noted above the proposed garage has an excessive height exceeding that of the SPD guidance and it is also large in scale with a footprint greater than the previously refused garage at this property. The garage would not appear as that of an ancillary outbuilding. Whilst the host dwelling is set back from the road, it will be highly visible from neighbouring properties, and it is considered to punctuate the character of development in the area. It is considered that a garage of this size and scale would appear as an incongruous and dominant feature and would be at odds with the general development pattern of the area and would harm the visual amenity of the area in conflict with Local Plan Policy D1. This weighs significantly against the proposal.

The SPD states that *“proposals for garages will be assessed using the reference of a standard size for a single garage as outlined in the South Yorkshire Residential Design Guide, for double garage proposals a standard floor area size is considered to be 6.5m x 6.5m”*. Whilst it is acknowledged that the proposed garage is proposed to be a large garage, it is nevertheless considered that it is in conflict with the SPD on this point.

The proposed garage would be a very large structure in terms of both footprint and internal floor space. The internal floor space of the garage measures 118sqm which is greater than the previous refused garage. This floorspace is excessive for a domestic outbuilding and would exceed the minimum floorspace expected for a four bedroomed dwelling in the adopted South Yorkshire Residential Design Guide (SYRDG) of 93sqm. The size of the garage is therefore greater than the required size of a new large dwelling. The proposed garage has a larger footprint than the dwellings to the south. This weighs significantly against 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 side of the dwelling which itself is also large and set away from the highway. The garage features matching brickwork and roof tiles to the dwelling which therefore would create harmony between the garage and the host dwelling. This weighs moderately in favour of the proposal.

The presence of the existing two storey, triple garage in the dwelling's curtilage does not set a precedent due to the amount of time that has passed since that application, and the adoption of the Local Plan and adopted supplementary planning documents. As well as the non-compliance with the SPD in relation to visual amenity and the harm to neighbouring properties that would occur from the proposed garage.

Highway Safety

There will be no impact upon highway safety and no change to the existing access or parking. The site, accessed off Fearn House Crescent via a long private driveway, currently comprises a detached dwelling with adjacent detached double garage.

It is proposed to erect a further detached garage within the extensive yard area; the garage would be of sufficient size to accommodate five to six cars. The proposals would retain sufficient access and turning provision within the site; it is therefore considered that the proposals do not adversely impact upon the highway and are acceptable from a highway's perspective. This weighs moderately in favour of the proposal.

Planning Balance and Conclusion

To summarise, the proposed development does not comply with the SPD for House Extensions and Other Domestic Alterations and Local Plan Policy D1: High Quality Design and Place making and Local Plan Policy GD1 and is unacceptable in terms of residential amenity and design due to the aforementioned excessive size, scale and height.

The proposed garage is in direct conflict with several key elements of the SPD in terms of outbuildings. Most notably, the ridge height exceeds the maximum amount allowed in the SPD and the garage has a significant footprint with internal floor space measuring 118sqm. All of these elements combine to result in an extremely large development which is of an excessive size for a domestic outbuilding.

It would have an appearance and scale more akin to a separate independent single storey dwelling and clearly exceeds the size of what is typically required for domestic ancillary purposes, especially given the presence of an existing two storey triple garage that serves the dwelling. All of these elements combine to weigh significantly against the proposal. The building would, in addition cause a loss of outlook to neighbouring properties and appear incongruous and harm the character of the area, which also weighs against the proposal.

There are no objections on highways ground and materials are proposed to match existing, both of which weigh moderately in favour of the proposal. Having balanced all material all material planning considerations, the negative aspects of the proposal outlined above are not outweighed by any other material planning considerations. The proposal is therefore, on balance, recommended for refusal.

Recommendation

Refuse

Justification

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

In dealing with the application referred to above, despite the Local Planning Authority wanting to work with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application, in this instance this has not been possible due to the reasons mentioned above.

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.

Reason for refusal

In the opinion of the Local Planning Authority the proposed large, detached garage would be excessive in height, scale and massing, appearing as an incongruous and unsympathetic feature when compared with the surrounding single storey dwellings to which it is larger than. Therefore, causing harm to the visual amenities of the locality by way of its size akin to that of a 4 bedroomed dwelling and not a domestic ancillary outbuilding. The proposal is therefore contrary to Local Plan Policy D1: High Quality Design and Place Making and the Supplementary Planning Document (SPD): House Extensions and Other Domestic Alterations.

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In the opinion of the Local Planning Authority the proposed large, detached garage by way of its height, siting and scale would be harmful to the residential amenity of the adjacent properties most notably 282A West Street, 12 Fearn House Crescent and 14 Fearn House Crescent due to overshadowing and the overbearing nature of the proposed garage. The proposal is therefore contrary to Local Plan Policy GD1: General Development, and the Supplementary Planning Document (SPD): House Extensions and Other Domestic Alterations.