

<b>Application Reference Number:</b>	2026/0082
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<b>Application Type:</b>	Householder
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<b>Proposal Description:</b>	Erection of side detached double garage
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<b>Location:</b>	14 Dale Green Road, Worsbrough, Barnsley, S70 5JX
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<b>Applicant:</b>	Mr Gary Barker
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<b>Third-party representations:</b>	None	<b>Parish:</b>	None
		<b>Ward:</b>	Worsbrough

**Summary:**

This planning application seeks householder planning permission for the erection of detached double garage to the side of the dwelling adjacent the highway.

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 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 with Conditions



## 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.

### **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. A press notice has been issued and a site notice put up due to the adjacent public right of way. No comments have been received.

### **Consultations**

Public Rights of Way – No objections subject to an informative

### **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, alterations and outbuildings 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

No objections were received from neighbouring properties. 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 hipped roof with an eaves height of 2.3 metres and a ridge height of 3.7 metres which is compliant 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. The proposal is considered to be in compliance with Local Plan Policy GD1: General Development and is acceptable in terms of residential amenity. This weighs significantly in favour of the proposal.

## Scale, Design and Impact on the Character of the Dwelling

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 is adjacent the highway and therefore in between the house and the road as listed above. Therefore, the siting of the garage conflicts with the above guidance.

It is noted that the proposed garage will be visible from neighbouring properties and prominent in the street scene, however it is not considered to significantly punctuate the character of development in the area. It is considered in this specific circumstance that a garage of this size and scale in this location adjacent the highway would not appear as an incongruous and dominant feature. There would be no significant harm to the visual amenity of the area and although conflicting with the guidance in the SPD the planning harm is limited. This weighs modestly against the proposal.

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 to three elevations and roof tiles with render proposed for the side elevation. There is no colour of render specified on either the plans however the choice of colour is of little consequence.

The introduction of render in the street scene would not be harmful in this circumstance as it would not be highly visible from public vantage points due to facing the host dwelling therefore reducing its prominence. The most visible sides of the garage would be brickwork. This weighs significantly in favour of the proposal.

The street scene at the junction of Dale Green Road and Royd Close consists predominantly of red brick dwellings, with the addition of some stone-built dwellings. The dwelling type and materials are consistent in the vicinity of the proposed garage. The colour of brick used varies slightly between dwellings, but the palette is shared with that of red brick. The proposed garage would harmonise with this. This weighs significantly in favour of the proposal.

Furthermore, the previous hedging that bounded the property has been removed and the applicant has indicated that this will be replaced with a new wall which under permitted development can be up to one metre in height.

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”. The proposed garage dimensions are in partial conflict with the SPD on this point measuring 7.3 metres by 5.5 metres, but only 37sqm internally, which is less than the maximum of 42sqm set out in the guidance. This weighs moderately in favour of the proposal.

The proposed garage partially conforms to the SPD in terms of its external materials, roof type, size and siting; however, it will have little impact upon the character of the street scene due to its roof type, size and matching materials. 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 significant detrimental impact on highway safety. The proposals don't alter the current access, and they would result in at least the same number of parking spaces within the site. The proposal would also introduce internal turning provision into the site which would be a benefit to highway safety. This weighs significantly in favour of the proposal.

### Public Right of Way

The definitive alignment of public footpath Worsbrough 6 runs through the land of 14 Dale Green Road, although the actual footpath no longer follows this alignment since the houses were built. However, the definitive footpath was not diverted at the time and therefore runs through several properties on this development and should not be built on or obstructed by building materials. Nevertheless, there are no objections subject to an informative. This carries limited weight against 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**

In dealing with the application, the Local Planning Authority has worked with the applicant to find solutions to the following issues that arose whilst dealing with the planning application:

- Materials
- Size and scale

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.

## Conditions

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.**

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

MGB001 Dwg No. 001 Rev. A received 20/03/2026

MGB001 Dwg No. 003 Rev. A received 20/03/2026

MGB001 Dwg No. 004 Rev. A received 11/03/2026

and specifications as approved unless required by any other conditions in this permission.

**Reason: In the interests of the visual amenities of the locality in accordance with Local Plan Policy D1 High Quality Design and Place Making.**

The external materials shall match those shown in the approved plans and application.

**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.**

On completion of the erection of the proposed garage the existing outbuildings shall be removed as shown on the approved Site Plan.

**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.**

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 and ancillary domestic storage without the grant of further specific planning permission from the LPA. It shall not be used for any trade/business purposes, nor used as a separate residential use/annex and shall not be severed at a later date to create a separate planning unit.

**Reason: To retain the garage for parking purposes.**

## Informatives

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.

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A public right of way (Worsbrough Footpath 6) runs through the proposed development site. Although it is acknowledged that this is not the walked alignment, it is still legally recorded on the Definitive Map and should therefore not be obstructed by the new garage or from building materials. For further information contact [publicrightsofway@barnsley.gov.uk](mailto:publicrightsofway@barnsley.gov.uk).