

Application Reference: 2025/0981

Site Address: 4 Inkerman Road, Darfield, Barnsley, S73 9ND

Introduction: This application seeks full planning permission for the erection of double detached garage to rear of dwelling

Site Characteristics:

This former fish and chip shop is one of two semi-detached houses which remain on this section of Inkerman Road, which originally featured four dwellings. Due to the loss of two adjacent dwellings, for at least the previous twenty four years, the dwelling has benefited from a very large side garden, featuring a single detached garage accessed from a driveway running along the southern side elevation of the dwelling. A ground floor extension and large box roof dormer also both feature on the western rear elevation of the dwelling.

Relevant Site History

The only recorded site history for the dwelling is the conversion from a fish and chip shop to a full residential dwelling in historic application B/77/2599/DA, which can only be assumed as being approved.

Detailed description of Proposed Works

The amended proposal is for an additional double detached garage, located close to the existing detached garage.

Proposed Plans and Elevations-



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 held 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.

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 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 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 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 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.

Consultations

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

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

Principle

The site falls within Urban Fabric. Extensions and alterations to a domestic property are acceptable in principle provided that they remain subsidiary to the host dwelling, are of a scale and design which is appropriate to the host property and are not detrimental to the amenity afforded to adjacent properties

Scale, Design and Impact on the Character

Following amendments to the proposal, which originally proposed a combined garage, storage and workshop with a significantly higher roof, larger footprint, and was located closer to the boundary treatments, has been reduced to simple double garage. Whilst the proposal still exceeds local SPD House Extensions and Other Domestic Alternations size guidance, it is not excessively large, and the distance from the boundary treatments and increased.

The SPD guidance recommends that a double garage should be 6.5m x 6.5m with an eaves height of 2.5m and maximum roof height of 4m. Following a significant reduction in scale, the

proposed double garage would have dimensions of 6m x 8m, with an eave's height of 2.5m, and maximum ridge height of 4.17m. The footprint of the proposed double garage would be approximately 48 sqm which exceeds the equivalent 42.25 sqm which a 6.5 sqm x 6.5sqm double garage would provide. Whilst the eaves height of 2.5m eaves height remains in accordance with the SPD, the maximum height of 4.17m exceeds the recommended 4m maximum height by 17cm or approximately 6.9 inches, so whilst higher, it would be only marginally higher.

Mitigating factors for the proposal being acceptable rises from the location of the double garage being located away from boundary treatments, and through unusual circumstances, sited within a considerably large garden. Although located, a considerable distance from the host dwelling, it remains to the side and rear of the principal front elevation, and close to the existing driveway which serves the existing garage. With such a distance from the house, the impact of the higher roof becomes less impactful on the design and character of the host dwelling.

With facing brickwork of a similar appearance to the existing garage, which would be retained, and to an extent similar brickwork to that found in the host dwelling; the proposal would not be visually obtrusive or out of character with the original dwelling or broader street scene.

With the proposal considered to have little or no impact on the scale, design or character of the original dwelling, the proposal would be complainant with local policies GD1 and D1. This carries moderate weight in favour of the proposal.

Impact on Neighbouring Amenity

Following amendments to the plans, including a reduced footprint, much lower height of the roof, although still higher than SPD guidance, and relocation further from the boundaries, the proposed double garage would have little or no impact on residential amenity.

The rationale behind there being little or no impact is firstly due to the size of the double garage, which is just beyond the limitations of permitted development for height, and SPD guidance for size and height. Secondly, the proposal would be located adjacent to an existing garage and would predominately utilise the same access route as the existing garage, the driveway running past the southern side elevation of the dwelling. Use of the same access and a location adjacent to an existing garage would reduce the impact on neighbouring amenity compared to a new structure being located elsewhere within the large garden, potentially introduced a secondly isolated structure.

Further mitigation would be the approx. distances between the garage to the boundary treatments of approximately 20m to the front (eastern) boundary, 5m to the rear (western) boundary with No 10 Inkerman Road, 10m to the (northern) side boundary with No 2 Inkerman Road, and 2.5m to the (southern) side boundary, which due to bordering a grass verge would be extended to around a 10m distance between the garage and the actual highway.

With little or no impact on residential amenity, the proposal would be in compliance with local Policy GD1, which carries moderate weight in favour of the proposal.

Highways

The proposal would not impact the existing parking provision, which is adequate for the dwelling size, and would not impact existing, nor proposes additional access to the curtilage, which is

currently located on the eastern elevation of the curtilage, adjacent to the front elevation of the dwelling.

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

RECOMMENDATION: Approve subject to conditions

Justification

In dealing with the application, the Local Planning Authority has worked with the applicant to

- Consider alternative locations for the outbuilding.
- Reviewed additionally submitted information from the applicant

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

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 and Informative

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 amended plans (Combined Plans, Elevations and Site Plan February 3, 2026; Location Plan #01018326-FCB2DC 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 specified within the plans outlined above.
Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policy D1
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.