
2025/0066

Ms Tamara Neale

31 Kirkland Gardens, Smithies, Barnsley, S71 2GD

Change of use of integrated domestic garage to form salon.

Site Description

The application relates to a plot located on the west side and at the end of Kirkland Gardens – a residential cul-de-sac characterised by two-storey detached and terraced dwellings of a similar scale and appearance. The surrounding area is principally residential in nature.

The property in question is a two-storey detached dwelling constructed of brick with first floor render and a pitched roof with front gable elements constructed of concrete roof tiles. The property benefits from an existing integral garage and is fronted by a driveway and some soft landscaping. An access path is located to the north side of the property and leads to a larger private garden to the rear.



Planning History

There is several planning applications associated with the development site. However, the most recent and relevant applications are as follows:

1. B/02/1229/BA – Residential development - 94 dwellings (Reserved Matters) (with Geo-environmental site investigation). – Approved.
2. 2005/1753 – Erection of rear conservatory extension to dwelling. – Approved.

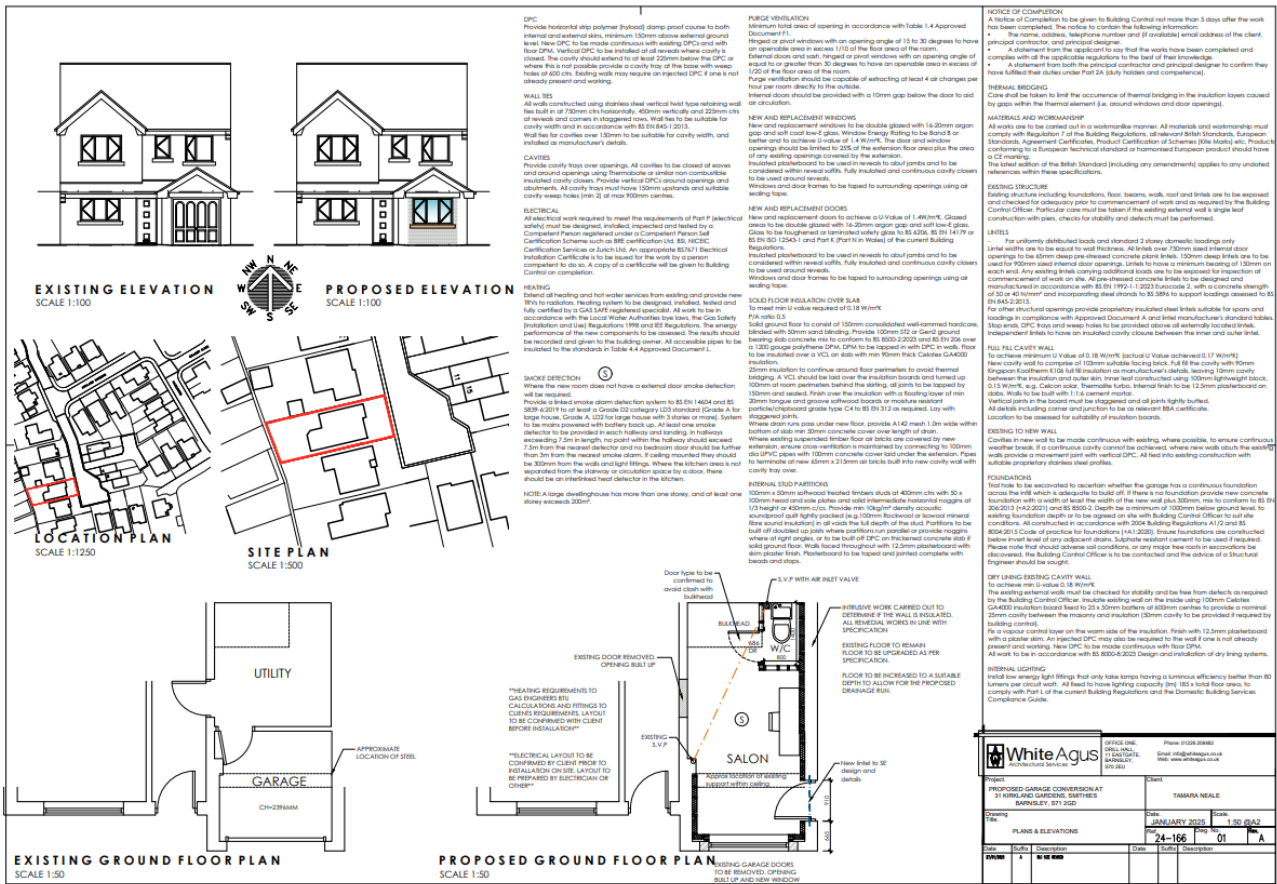
Proposed Development

The applicant is seeking permission for the change of use of an existing integrated domestic garage to form a salon.

Internal and external alterations are also proposed, including the infill of an existing internal doorway, the replacement of the garage door with a new window and the insertion of a new door on the north side elevation of the dwelling.

This application follows pre-application advice provided under 2024/ENQ\00200. The applicant has confirmed that the operational details of the business are unchanged from those considered under the pre-application enquiry.

The business would operate Monday–Saturday between 08:30am and 15:30pm and at no times on Sundays or Bank Holidays. It would be on a 1:1 basis with appointments anticipated to be 45 minutes with a maximum of 5 clients per day and no walk-in customers. Deliveries would occur once a month and no specialised or heavy electrical equipment would be required.



Policy Context

Planning decisions should be made in accordance with the current development plan policies unless material considerations indicate otherwise; the National Planning Policy Framework (NPPF) does not change the statutory status of the development plan as the starting point for decision making. The Local Plan was adopted in January 2019 and is accompanied by seven masterplan frameworks which apply to the largest site allocations (housing, employment, and mixed-use sites). In addition, the Council has adopted a series of Supplementary Planning Documents and Neighbourhood Plans which provide supporting guidance and specific local policies which are a material consideration in the decision-making process.

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.

Local Plan Allocation – Urban Fabric

The development site is allocated as urban fabric within the adopted Local Plan which has no specific allocation. Therefore, the following policies are relevant:

- ***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 T4: New Development and Transport Safety.***
- ***Policy TC1: Town Centres.***

Supplementary Planning Document(s)

- ***House extensions and other domestic alterations (Adopted March 2024).***
- ***Parking (Adopted November 2019).***

National Planning Policy Framework (December 2024)

The NPPF sets out the Government's planning policies and how these are expected to be applied. The core of this is a presumption in favour of sustainable development. Proposals that align with the Local Plan should be approved unless material considerations indicate otherwise. In respect of this application, relevant sections include:

- ***Section 9: Promoting sustainable transport.***

Paragraph 116. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

- ***Section 12: Achieving well designed places.***

Paragraph 131. The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

Paragraph 135. Planning policies and decisions should ensure that developments:

- a) *will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) *are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) *are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d) *establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e) *optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) *create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁵¹; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.*

Consultations

Highways Development Control	<i>No objections subject to conditions.</i>
Pollution Control	<i>No objections.</i>
Enterprising Barnsley	<i>No objections.</i>
Local Ward Councillors	<i>No comments.</i>

Representations

Neighbour notification letters were sent to surrounding properties. No representations were received.

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 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.

Non-residential uses within residential settings are considered acceptable where the majority of the floorspace would remain as residential and adequate parking would be provided. Development will be expected to demonstrate that it would not be likely to result in an increase in pollution which would unacceptably affect or cause a nuisance to the natural and built environment or people.

The use of an integrated domestic garage as a salon does not fall within the category of a main town centre use as specified by Annex 2: Glossary of the NPPF. As such, an assessment considering the impact upon Local and District Centres in accordance with Local Plan Policy TC1: Town Centres is not required in this instance. Nonetheless, Athersley Local Centre is located approximately 1.3km to the north-west of the development site and therefore, any potential impact of the proposal upon the vitality and viability of the Local Centre would be limited.

Residential Amenity

Extensions and alterations to a domestic property are acceptable if the proposed development would not adversely affect the amenity of neighbouring properties. Development will also be expected to demonstrate that it would not be likely to result in an increase in pollution which would unacceptably affect or cause a nuisance to the natural and built environment or people.

The development would be contained within the existing footprint of the application dwelling and as such, it is not considered that the development would contribute to significantly increased levels of overshadowing, overlooking and loss of privacy and reduced levels of outlook.

The proposed business use could have some impact upon residential amenity. However, any likely potential impact is not considered to be detrimental as the business would operate inside of what is generally considered normal working hours and appointments would be accommodated on a 1:1 basis with an anticipated maximum of five clients per day and no walk-in customers. Deliveries are expected to occur once a month and no specialised or heavy electrical equipment would be required or used. Pollution Control were consulted, and no objections were received. Neighbour notification letters were also sent to surrounding properties and no objections were received.

Considering the above, this is considered to weigh moderately in favour of the development.

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.

Highway Safety

The development is not considered to be prejudicial to highway safety; the development site benefits from an existing driveway which can accommodate up to two vehicles with the proposal set to create one additional space. Whilst the proposed development would result in the loss of an existing integral garage, the existing garage is not sufficiently sized to park a vehicle due to the rear part of the garage having been changed to a utility area. As such, the loss of the garage is only attributed limited weight in this instance.

In terms of parking provision, the proposed salon would generally require three parking spaces per consulting room, treatment room or salon chair to comply with Table 1 of the Parking SPD, in addition to the requirement for two residential parking spaces. However, the applicant would be both resident and sole service provider and therefore, the parking requirements could be combined in this instance for the residential and salon uses rather than being treated entirely separately. This requires that a minimum of three off-street parking spaces within the curtilage of the development site to be provided with each space having minimum dimensions of 2.5m x 5m to comply with the SPD. The proposal demonstrates that the required level of parking provision is to be provided. Moreover, deliveries are expected to occur once a month. As such, it is not considered that the development would present an unacceptable impact upon highway safety and any potential residual cumulative impacts on the road network would not be severe, especially as it is not anticipated that the development would result in significantly increased traffic volumes and movements in the locality. Additionally, Highways Development Control were also consulted, and no objections were received.

Considering the above, this is considered to weigh moderately in favour of the development.

The proposal is therefore considered to comply with Local Plan Policy T4: New Development and Transport Safety and is considered acceptable regarding highway safety.

Visual Amenity

The development is not considered to be detrimental to visual amenity or the character of the street scene as the works would be contained within the existing footprint of the application dwelling. The minor alterations to the external appearance of the application dwelling by way of replacing a garage door with a new window would maintain a domestic appearance appropriate for and in-keeping with its surroundings. The new window would also align horizontally and vertically with existing openings and would adopt a similar style and proportions. The areas surrounding the new window would be built up using closely matching brickwork.

Considering the above, this is considered to weigh modestly in favour of the development.

The proposal is therefore considered to comply with Local Plan Policy D1: High Quality Design and Placemaking and is considered acceptable regarding visual amenity.

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 conditions.

**Recommendation -
Approve with Conditions**