

Application Reference: 2026/0467

Site Address: 3 Adkin Royd, Silkstone, Barnsley, S75 4LA

Introduction: This application seeks full planning permission for the erection of single storey front extension, conversion of integrated garage to habitable area, and replacing gravelled area of front drive with block paving to dwelling

Relevant Site Characteristics:

The modest sized 4-bedroom yellow stone detached house is located on an estate of broadly similar dwellings featuring mock Tudor aspects and small design differences, either original or post construction. The dwelling itself features an integrated garage, extending slightly beyond the front elevation of the remaining aspect of the house, a canopy above the front elevation window, and a floating dormer style window above the canopy. A driveway features parking provision for two vehicles along with an area of gravel and planting.



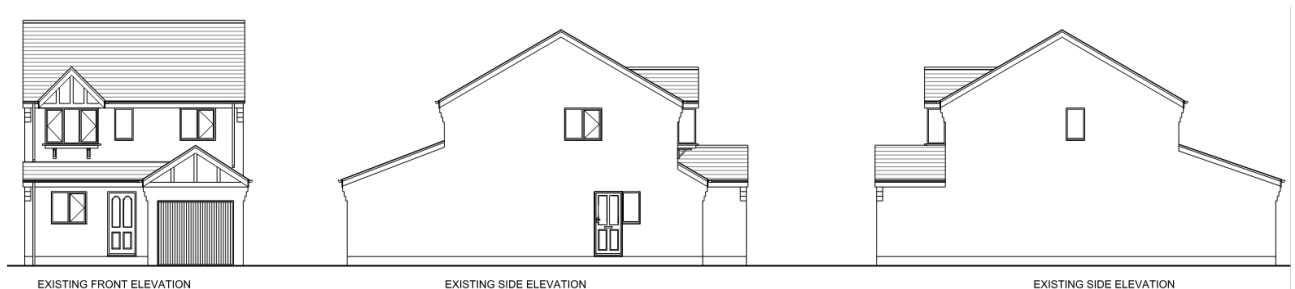
Site History

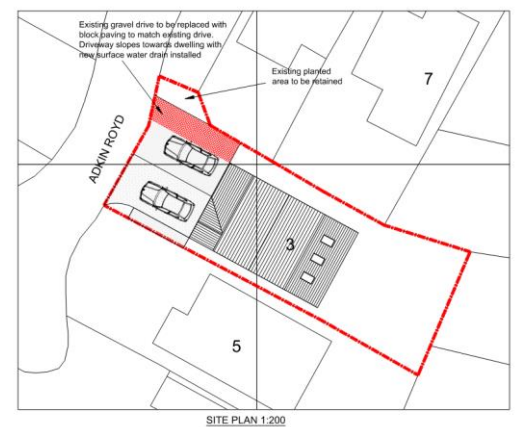
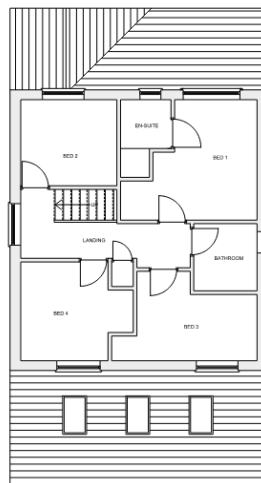
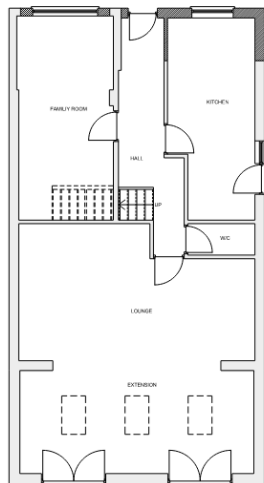
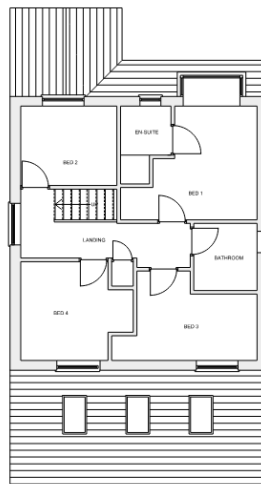
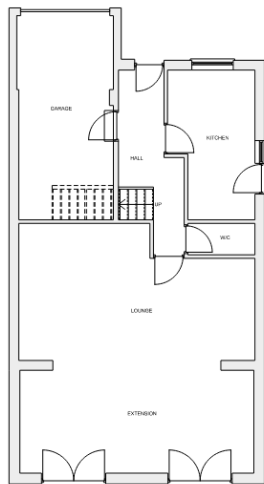
There is no site history for the address.

Detailed description of Proposed Works

The proposal is for a modest sized front extension which would bring the front elevation in line with the garage. A garage conversion and extension of the driveway onto the gravelled area is also proposed. Finally, the removal of a floating style dormer window, and heightened canopy are indicated on the plans.

Existing and Proposed Elevations and Floor Plan





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 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 were received.

Parish Council – No objection received

Highways DC – A full response provided, with suggested conditions and informative, but no objection subject to meeting the requirements outlined in the suggested conditions.

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

In terms of scale, the impact on scale would be limited, with the extension featuring an approximate footprint of 5.72m, and a front projection of 1.42m. Notably, the increased front elevation brings it in line with the existing garage, and not beyond it, creating a flush front elevation. What is gained in footprint from the front extension is partially mitigated by the loss of approximately 1.28m of gross floorspace through the removal of the floating first floor window.

In contrast to the limited impact of the scale of the dwelling, the impact of the design and subsequent impact on character from the proposed works would be considered more significant. As noted above the first floor, floating style dormer window would be removed and replaced with a standard window, whilst dormer roof aspect would be reduced to not project beyond the eaves of the main roof. The existing canopy which features a height of approximately 3.37m would be increased to a height of approximately 3.73m. The extension itself would create a flush front elevation, where currently the garage projects approximately 1.42m further forward. The garage would additionally be converted to habitable space, with a new window and matching brick/stonework replacing the garage door.

In mitigation of the impact to the design and character of the dwelling, the loss of the window, whilst noticeable, would not be immediately obvious within the street scene as not all dwellings

feature such a window, and the higher canopy would provide a new focal point. The garage conversion on its own would be allowed through permitted development rights, and the front extension, along with the aforementioned canopy work together to create a balanced front elevation, which is acceptable.

The proposed driveway extension would replace an area of gravel, which would have a neutral, or perhaps positive impact on the visual aspect of the front garden, with an area of existing planting proposed to be maintained.

On balance, the scale, design and impact on the character of the dwelling overall would be considered as modest, and the proposal would therefore be considered compliant with local policy GD1 and D1, which carry moderate weight in favour of the proposal.

Impact on Neighbouring Amenity

Located in a corner style location, with a neighbour's rear boundary fence bordering the applicant's side boundary treatment, this limits the impact of the extension, as is located closest to this boundary treatment. The proposed garage extension is located close to the opposite 'open' side boundary treatment but would unlikely pose any harm to the neighbouring detached dwelling due to no extension of the garage. If the garage was to be utilised as formal habitable accommodation, appropriate works to comply with building control regulations would be required, further reducing potential issues, such as noise from the repurposed garage. Including any modest impact from the aesthetics of the proposed redesign of the front elevation, there would be only considered to be a limited amount of harm from the proposal on neighbouring amenity.

With the potential for only a limited amount of harm on neighbouring amenity, the proposal would be considered in accordance with Local Policy GD1 which carries moderate weight in favour of the proposal.

Highways DC

Highways DC provided a full assessment of the proposal, recognising amongst other things that despite the loss of a garage, two parking spaces remain within the curtilage. With two parking spaces meeting the required minimum size for a three or more bedroomed house, subject to meeting the required conditions proposed by Highways DC for the driveway extension, there would be no impact upon parking provision or highway safety.

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

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:

- There was a minor error within the scaling, dimensions on the plan. This was resolved and did not impact the original proposal which remained satisfactory.

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

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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 used in the existing building.

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.

4. The parking facilities as indicated on the submitted plan shall be surfaced in a solid bound permeable material (i.e. not loose chippings) and adequate measures shall be so designed into the proposed access to avoid the discharge of surface water from the site on to the highway.

Reason: To ensure adequate provision for the disposal of surface water and to prevent mud/debris from being deposited on the public highway and to prevent the migration of loose material on to the public highway to the detriment of road safety and in accordance with Local Plan Policy T4 New Development and Transport Safety.

5. The parking facility hereby permitted shall not be brought into use until pedestrian visibility splays of 2m x 2m to the back edge of the footway have been provided at the proposed access. Nothing shall be erected, retained, planted and/or allowed to grow at or above a height of 0.6m to the rear of the footway which would obstruct the visibility

splays. The visibility splays shall be maintained free of obstruction at all times thereafter for the lifetime of the development.

Reason: To ensure drivers have clear and unrestricted views of approaching pedestrians when pulling out onto the public highway, in the interest of highway safety and in accordance with Local Plan Policy T4 New Development and Transport Safety

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.
2. The development hereby approved includes the creation of/carrying out of alterations to vehicular access(es). You are advised that before undertaking work on the adopted highway you will require a Section 184 licence from the Highway Authority. The works shall be to the specification and constructed to the satisfaction of the Highway Authority. Fees are payable for the approval of the highway details, and inspection of the works. Further information and an application form are available on the BMBC website at <https://www.barnsley.gov.uk/services/roads-travel-andparking/parking/dropped-kerbs/> or please contact at email Streetworks@barnsley.gov.uk or call to 01226 773555.
3. Planning permission does not infer any other consent is given and it is the responsibility of the applicant to ensure that all other permissions are in place before development commences. The developer must contact Highways, Engineering & Transportation on 01226 773555 prior to any work commencing on site, to gain all necessary technical and legal approvals relating to the creation/alteration/reinstatement and removal of vehicular accesses to the highway.