
2024/0381

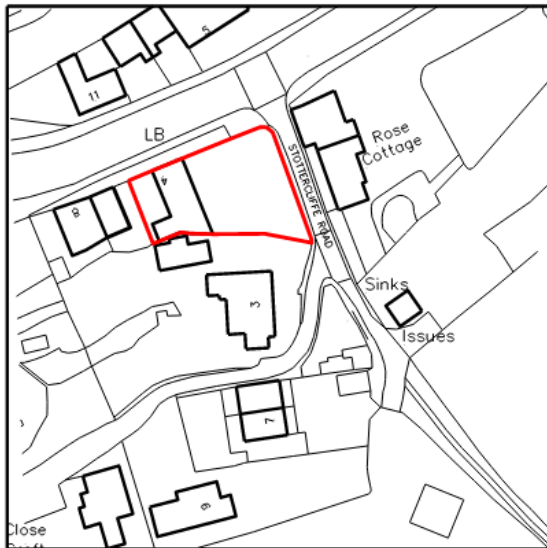
Applicant: Mr B Worth

Address: 4 Manchester Road, Thurlstone, Sheffield, S36 9QQ

Description: Single storey rear extension, and demolition of remainder of rear outbuilding to two storey detached dwelling (amended description)

Site & Location Description:

Located on the A628 Manchester Road in the village of Thurlstone, the 19th century yellow stone cottage, with a stone slate roof is positioned with an almost blank side elevation facing the road; only a small ground floor window breaks up the blank elevation. When viewed from the Manchester Road, the east elevation, located on the left of the dwelling, in a large lawned garden, would be considered the principal elevation. To the right, the west elevation with a modest façade, derelict attached outbuilding and paved yard would be considered as the rear elevation.



Planning History:

- 2021/0083: Erection of single storey side extension and demolition of part of existing outbuilding and alterations to access – Approved with conditions 23rd March 2021

Proposed:

The proposal is resubmission of a previously approved planning application (2021/0083) with some minor modifications, which have been assessed by the conservation office as positive. The current proposal is for the demolition of a derelict (part collapsed) attached outbuilding at the far end (from Manchester Road) of the rear (west) elevation of the dwelling. A new rear extension is proposed, which would be located at the opposite end of the rear elevation, adjacent to the north (side) elevation which fronts Manchester Road, there would be a setback of 0.45m from the corner of the rear and side elevations. Additional works include works to the wall adjacent the north elevation, and as light relocation and enlargement of the door on the rear (west) elevation.

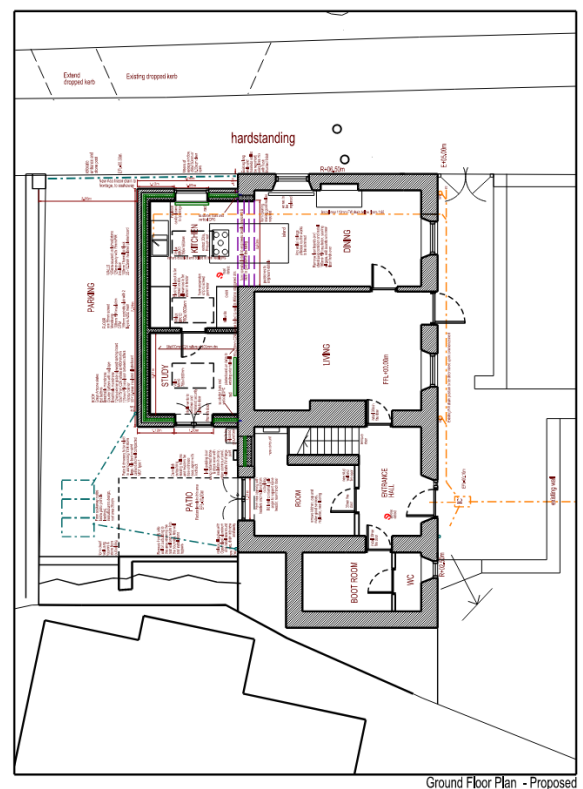
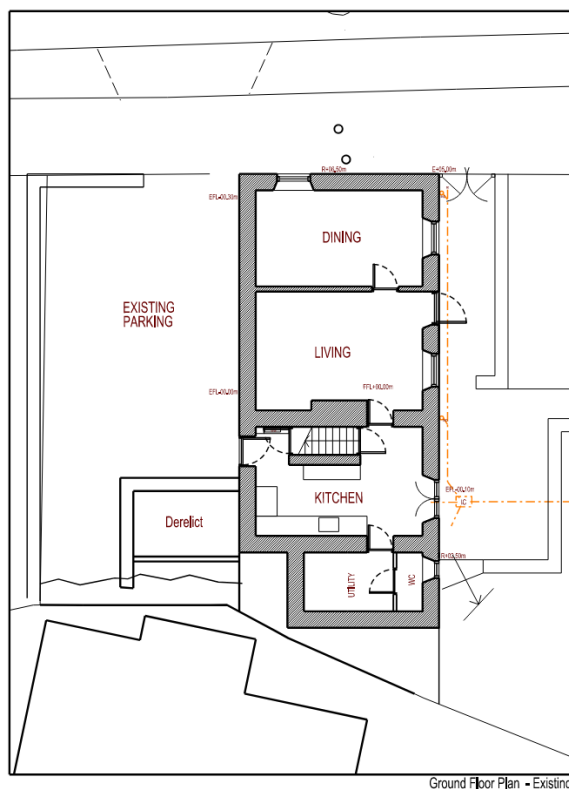
Measurements:

All existing roof and eaves heights have been checked on the existing plans and remain unaltered on the proposed plans.

Rear Extension

- **Rear Projection: 3.06m**
- **Length: 7.24m**
- **Maximum Eaves Height: 2.39m**
- **Maximum roof height: 3.34m**

Existing and Proposed Floor Plans and Elevations





North Elevation



East Elevation



South Elevation



West Elevation



North Elevation



East Elevation



South Elevation



West Elevation

Local Plan Designation: Urban Fabric

Conservation Area: Yes

Neighbour Representations:

Letters were sent to nearby addresses; No comments were received.

Consultees:

- **Conservation Officer:** Had no objections as the proposals were an improved resubmission of an almost identical, and previously approved application from 2021.
- **Highways DC:** No objection but requested for conditions to be included to maintain highway safety.
- **Historic England:** Confirmed their consultation is not required
- **Parish Council:** No comments or objections received

Publicity: A site notice was posted nearby to the site, and a press notice was published in the local Barnsley Chronicle newspaper.

Policy Context

Planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise and the 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 also now 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 and are a material consideration in the decision-making process.

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.

NPPF

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. At the heart is a presumption in favour of sustainable development. Development proposals that accord with the development plan should be approved unless material considerations indicate otherwise. Where the development plan is absent, silent, or relevant policies are out-of-date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole; or where specific policies in the Framework indicate development should be restricted or unless material considerations indicate otherwise.

In respect of this application, relevant policies include:

Section 12: Achieving well-designed and beautiful places -

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.

Within section 12, paragraph 139 is the most relevant which indicates:-

Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

- a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or
- b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

Section 16. Conserving and enhancing the historic environment -

Heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to be of Outstanding Universal Value⁶⁶. These assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

Within section 16, updated (December 2023) paragraphs 205 and 206, previously 199 & 200 are the most relevant which indicates: -

When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

- a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional

Local Plan

In reference to this application, the following Local Plan policies are relevant:

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.

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.

HE1 - The Historic Environment: Positively encourage developments which will help in the management, conservation, understanding and enjoyment of Barnsley's historic environment, especially for those assets which are at risk.

HE2 – Heritage Statements and General Application Procedures: Proposals that are likely to affect

known heritage assets or sites where it comes to light there is potential for the discovery of unrecorded heritage assets will be expected to include a description of the heritage significance of the site and its setting.

HE3 – Developments affecting Historic Buildings: Proposals involving additions or alterations to listed buildings or buildings of evident historic significance such as locally listed buildings (or their setting) should seek to conserve and where appropriate enhance that building's significance.

SD1: Presumption in favour of Sustainable Development: When considering development proposals we will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.

T4 – New Development & Highway 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.

Supplementary Planning Documents (SPD)

House Extensions and Other Domestic Extensions

Principle of development

The site is located within land designated as Urban Fabric. Extensions to residential properties are considered acceptable where they do not have a detrimental impact on the amenity of surrounding residents, visual amenity and on highway safety. In addition to its designation within Urban Fabric, it is also located within Thurlstone's conservation area, which requires consultation with the Conservation Officer and consideration of local policies HE1 and HE3, which ensures the proposals would not harm character of the dwelling or that of the conservation area.

Residential Amenity

The proposal itself would have an overall insignificant impact on the residential amenity of any neighbouring dwelling. The proposed ground floor window of the extension would overlook Manchester Road, the roof lights would overlook the predominantly blank elevation of No.6 (one small first floor bathroom window), and the ground floor patio doors would overlook the applicant's yard, although as is what already exists, the first floor windows of the neighbouring dwellings to the rear, whose dwellings are set at a higher level, would overlook the applicants yard, and now extension.

Inadvertently, the proposal would take the parking provision closer to the side elevation of No.6, but such an impact on residential amenity would be minimal, especially with a private alleyway in the curtilage of No.6, separating their dwelling from the boundary wall with No.4.

Visual Amenity

Due to the unusual nature of the side elevation of the dwelling facing the road, the dwelling is already out of character with the immediate street scene. With the proposal being of a modest size, and constructed of similar materials, there would be no additional detrimental impact to the street scene, or character of the dwelling. This minimal impact is further mitigated by less complimentary materials featuring on dwellings to the side and rear of the application dwelling. The removal of the dilapidated attached outbuilding and improvements to the aesthetics of the rear yard would also

potentially enhance the overall setting of the dwelling. Finally, the conservation officer has no objections to the proposals and that whilst the proposed relocation and enlargement of the door, maybe not ideal, they have praised the proposal for maintaining original door dressing, allowing a visual representation of where the original door was once installed.

Highway Safety

Whilst there are proposed changes to access and parking arrangements, Highways DC have no objection to the proposals which maintain in curtilage parking provision for at least two cars. Conditions as requested by Highways DC will be added to the planning consent to ensure the proposals do not impact upon highways safety.

Recommendation: Approve with conditions