

**Application Reference:** 2025/1032

**Site Address:** 102 Manchester Road, Thurlstone, Sheffield, S36 9QW

### **Introduction:**

This application seeks full planning permission for a single storey side extension and dropped kerb, located at 102 Manchester Road, Thurlstone, Sheffield, S36 9QW.

### **Relevant Site Characteristics**

The application site is located at 102 Manchester Road, Thurlstone, Sheffield, S36 9QW. The property is an end terrace. This area is characterised by the large number of residential properties, which consist of predominantly detached and semi-detached and terraced dwellings. There are a number of small commercial properties located nearby. The property is located on Manchester Road which lined by parked cars. Multiple properties do not have off street parking. It should be noted that the applicant currently has an unapproved parking space to the side of the property.

### **Site History**

2023/0683 - Reinstatement of flat at lower ground floor. Demolition of timber store to provide two parking spaces, creation of balcony area with staircase - Refused

### **Detailed description of Proposed Works**

The applicant has applied for a single storey side extension and a dropped kerb at the site.

The site had previously had an application on the site for the reinstatement of flat at lower ground floor, demolition of timber store to provide two parking spaces, creation of balcony area with staircase. That scheme had been refused on due to highway concerns. This current scheme has reduced the amount of off-street parking from two to one. However, it seems that the applicant has been unable to address the turning concerns and road safety concerns that were raised previously and they are attempting to formalise the unauthorised parking to the side of the property.

It should be noted that the applicant has not provided all the floor plans necessary. The applicant has provided the basement/ground floor plan and the ground floor plan. However, they have not provided the 1<sup>st</sup> 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, a site notice has been posted, and the application has been advertised on the Council website.

One letter has been received from the public objecting to the scheme stating that the applicant has 3 vehicles and traffic from the builders will make the parking situation worse at the site.

Conservation – No objections.

Highways – Object, comments are discussed in the report.

### **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 the urban fabric of Barnsley. 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 or highway safety. As the site is also in the Conservation Area consideration needs to be given to its impact on the Historical environment

### Conservation

The application site is located in the Thurlstone Conservation area as such the Council's Conservation Officer has been consulted upon. They have made the following comments in regard to the application:

The site lies within the Thurlstone Conservation Area, designated in 1974 for its historic and architectural interest. The building appears to date from the late 19th century and is constructed of coursed natural stone. It comprises two storeys and a basement beneath a pitched slate roof. The principal elevation displays an ordered fenestration pattern, with uPVC windows currently installed. It should be noted that any future replacement of windows within the conservation area should be carried out in a manner sympathetic to the character and appearance of the building and wider area, avoiding the use of uPVC and bulky window casements.

Furthermore, it should be noted that the former single-storey wooden building (now demolished) formed part of a larger timber structure which was subject to a refused planning application in 2023 (Ref. 2023/0683). As set out in previous conservation comments, the building incorporated some attractive features, including decorative bargeboards and projecting roof brackets. However, it was also identified as a borderline negative element within the conservation area, largely due to its materials - namely the profiled metal sheet roof - its general state of repair, and its slightly out-of-keeping appearance within the wider street scene. While the retention and repair of the building would have been preferable, in this instance it is not considered that its removal was unjustified, having regard to the lack of off-road parking at the site and the occasionally dangerous conditions created by on street parking along Manchester

Road. The earlier application was ultimately refused on parking grounds, being contrary to the Parking SPD. Notwithstanding this, the timber structure has since been removed, and the current application has been submitted based on the site as it now exists. Accordingly, the proposal does not refer to the former timber structure of interest.

Moreover, these proposals (2025/1032) at present include the erection of a single-storey side extension and the formation of a dropped kerb, alongside associated alterations. These include the removal of an existing rear balcony and external staircase, the alteration of a door opening to a window, and the introduction of patio doors at basement level.

Consequently, the proposal is considered acceptable having regard to the architectural interest of the building and the special interest of the Thurlstone Conservation Area. Moderate planning weight has been granted to this.

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

The scheme that the applicant has proposed is smaller than the last application. Previously there had been a structure erected without permission to the side of the property. This has been removed and the applicant would like to formalise the erection of an external storeroom and remove the existing balcony and stairs to the rear. The applicant has stated that the materials to be used would match the existing materials at the site. The applicant is not looking to create a flat in the basement space like the previous application. However, as noted before the applicant has not provided a 1<sup>st</sup> floor plan.

As such the scale, design and impact on the character is acceptable, in terms of the extension. Moderate planning weight should be given to this.

#### Residential Amenity

The applicant is looking to make internal changes to the property as well as external. The external store space is acceptable and would provide more storage for those inhabiting the property.

The applicant would like to incorporate another bedroom into the current dwelling on the ground floor. However, as mentioned before the applicant has not provided all the necessary floor plans, as such the LPA cannot accurately assess how many bedrooms are at the site or if any other changes will be being made. On their own, internal alterations such as this would not require planning permission but the lack of full information of floor plans makes a full assessment with regards to suitable amenity space and parking provision.

#### Impact on Neighbouring Amenity

The erection of a side extension for the use of storage would be acceptable and the changes to the rear would also be acceptable. There would be little to no impact to neighbouring amenity due to storage extension and removal of the stairs and balcony to the rear. The extension would not impact on neighbouring properties and would be acceptable. Moderate planning weight should be given to this.

#### Highways

The Council's Highway officer has been consulted upon, and they have made the following comments in regard to the application:

The proposal would create a permanent storage space adjacent to the dwelling and also formalise an off-street parking space by installing a dropped kerb to allow access off Manchester Road.

An application to install a driveway at a nearby property was refused in application no. 2023/0683 with the reason for refusal being that “the proposed parking spaces are positioned off a main road with insufficient turning facilities within the site to allow vehicles to enter and leave the parking area in forward gear alongside limited intervisibility for future users of the parking area and other road users on the Westerly and Easterly approach to the site. Consequently, the proposed parking arrangement would lead to conflict with the free flow of traffic on the classified road to the detriment of highways safety, contrary to Local Plan Policy T4: New Development and Highway Safety”.

The applicant in the 2023 application cited this property’s unapproved parking space when trying to justify the work. However, it was correctly highlighted that this hard surfacing had not been granted permission and that vehicles were crossing the footway illegally.

Highways DC officers would expect internal turning to be provided off a classified road to allow vehicles to enter and exit the highway in a forward gear. It was noted in 2023 that “On both the easterly and westerly approaches to the site, visibility is obscured due to on street parking and alignment of the carriageway. In some situations, the access would be completely concealed from view. Due to the prevalence of on-street parking in the area, it is necessary for cars travelling east along Manchester Road to encroach into the opposing carriageway lane to pass parked vehicles for considerable lengths and those travelling in a westerly direction to be aware of this and potentially give way to oncoming traffic. There is also a bus stop opposite and to west slightly of the site. Furthermore, the footway reduces in width significantly, directly adjacent to the property, which could result in pedestrians having to step out into the carriageway. All of these factors result in drivers having to be very aware of their already busy surroundings and the introduction of an obscured vehicular access that subsequently does not meet the required minimum standards, gives rise to serious road safety concerns”.

These concerns remain, and HDC officers would therefore not wish to see this hard-surfaced area formalised as a parking space for the above safety reasons and so as not to set a precedent of providing substandard off-street parking facilities on this busy, A-classified road. Objection is therefore raised on highway safety grounds. Substantial planning weight should be given to this as there are safety concerns for members of the public.

#### Planning Balance and Conclusion

For the reasons given above, and taking all other matters into consideration, the proposal does not comply with the relevant plan policies. The scheme would pose concerns to highway safety. The applicant has not addressed the concerns of the previous application and taken the advice of the LPA. The LPA will not formalise a parking space which would cause safety concerns and as such the application is recommended for refusal.

#### **RECOMMENDATION: Refuse**

#### **Justification**

#### **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.**