
2024/0972

Mr Peter Richardson

The Stables, 32A Fitzwilliam Street, Elsecar, Barnsley, S74 8EE

Removal of existing bedroom/study and garage and replace with side/rear extension.

Site Description

The application relates to a backland plot located to the west of Fitzwilliam Street and 32 Fitzwilliam Street. The immediate surrounding area is principally residential alongside interspersed commercial uses characterised by a mix of dwelling types of varying scale and appearance. To the south is a public footpath and locally listed Wagon Way Incline Plain. To the west are allotments and green space.

The property in question forms part of an L-shaped group of terraced dwellings. The property is a two-storey end-of-terrace dwelling constructed of stone with a pitched roof constructed of blue slate roof tiles. Its westernmost part is set slightly below the main ridge line. There are also two smaller, staggered projections to the east side of the property. The property is bounded by a shared courtyard area used for vehicular parking to the north. A modest sized garden is located to the north-east. Access to the development site is taken off Fitzwilliam Street between 14 Fitzwilliam Street and 20 Fitzwilliam Street. An access track then extends along the rear of 20 – 28 Fitzwilliam Street before reaching the shared courtyard area.



Planning History

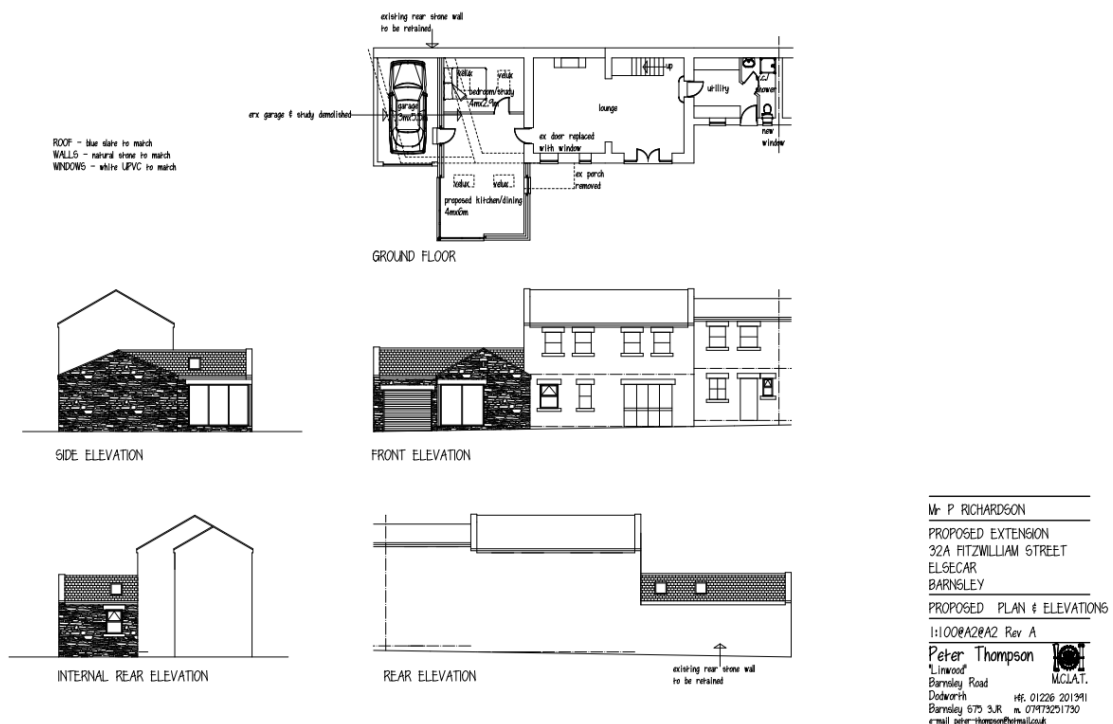
There are two previous applications associated with the application site.

- B/90/1365/HN – Change of use from shop and outbuildings to 2 dwellings. – Approved.
- B/91/0570/HN – Change of use of shop and outbuildings to form two dwellings. – Approved.

Proposed Development

The applicant is seeking permission for the removal of an existing porch to the north elevation of the dwelling and an existing side projection to the east elevation of the dwelling, and the erection of a new single storey extension projecting to the east and north.

The proposed extension would adopt an L-shaped form that would project from the east and north elevations of the dwelling by approximately 7.5 metres and 3.8 metres respectively with a total depth of approximately 9.6 metres. The proposed extension would adopt a pitched roof with a north-facing gable with an approximate eaves and ridge height of 2.7 metres and 4.1 metres respectively and would be constructed of closely matching external materials. The existing south-facing wall would be retained.



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 application site is allocated as urban fabric in the adopted Local Plan which has no specific land allocation and is within the Elsecar Conservation Area. Therefore, the following policies are relevant:

- ***Policy SD1: Presumption in favour of Sustainable Development.***
- ***Policy GD1: General Development.***
- ***Policy D1: High quality design and place making.***
- ***Policy HE1: The Historic Environment.***
- ***Policy HE4: Developments affecting Historic Areas or Landscapes.***
- ***Policy T4: New Development and Transport Safety.***

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 12: Achieving well-designed places.***
- ***Section 16: Conserving and enhancing the historic environment.***

Paragraph 210. In determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- c) the desirability of new development making a positive contribution to local character and distinctiveness.*

Paragraph 216. The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Paragraph 219. Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to

enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

Paragraph 221. Local planning authorities should assess whether the benefits of a proposal for enabling development, which would otherwise conflict with planning policies but which would secure the future conservation of a heritage asset, outweigh the disbenefits of departing from those policies.

Supplementary Planning Document(s)

- ***House Extensions and Other Domestic Alterations.***
- ***Parking.***

Planning (Listed Buildings and Conservation Areas) Act 1990

- ***Section 16: Decision on application.***
- ***Section 72: General duty as respects conservation areas in exercise of planning functions.***

Other Material Considerations

- ***South Yorkshire Residential Design Guide 2011 (SYRDG).***
- ***Elsecar Conservation Area Appraisal.***

Conservation Officer	No objection.
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Representations

Neighbour notification letters were sent to surrounding properties and site notices were also placed nearby, expiring 11th January 2025. 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. Development should respect, conserve and enhance the significance and setting of the borough's heritage assets and should not significantly alter or detract from the character of the street scene.

Residential Amenity

Extensions and alterations to a domestic property are acceptable if the proposed development would not adversely affect the amenity of neighbouring properties.

The proposed extension would be positioned to the east of the application dwelling and 32 Fitzwilliam Street. The proposed extension would largely follow the existing footprint of the application dwelling with a relatively modest projection from its north elevation. As such, any potential overshadowing would likely occur in the morning and would likely be limited to a shared courtyard used for vehicular parking and not habitable room windows of neighbour properties. The extension could contribute to some overshadowing of existing and proposed ground floor windows on the north elevation of the application dwelling serving a habitable room as the extension would exceed the 45-degree-rule. However, any potential impact would likely occur in the morning, and the habitable space is served by other windows and glazed doors on the same elevation that would unlikely be impacted. It is therefore not considered that the amenity of the occupant(s) of the application dwelling would be significantly detrimentally impacted. It is also not considered that the proposal would contribute to significantly reduced levels of outlook.

Floor-to-ceiling windows would be located on the north and east-facing elevations of the extension which would face toward an access track and adjacent garden shown to form the curtilage of the development site. A small window would be located on the west elevation and would face towards 32 Fitzwilliam Street. An inadequate separation distance would be maintained to the habitable room windows of 32 Fitzwilliam Street and could therefore contribute to some loss of privacy. However, it has been agreed that this window will be conditioned to be obscure glazed. This would appropriately mitigate any potential adverse impact and would maintain the amenity of the occupant(s) of the neighbouring property to a reasonable degree. New ground floor windows would be located on the north elevation of the easternmost and westernmost sides of the main dwelling. The easternmost window would replace an existing porch and would face toward an access track. The westernmost window would serve a WC and will be conditioned to obscure glazed.

Considering the above, this weighs moderately in favour of the proposed development.

The proposal is therefore considered to comply with Local Plan Policy GD1: General Development and is acceptable regarding residential amenity.

Design, Heritage and Visual Amenity

The application site is located within the Elsecar Conservation Area and a locally listed Wagon Way Incline Plain is located to the south. The Council's Conservation Officer was consulted, and it was stated that the proposal seems reasonable, and there would likely be little harm because of the small projection into the courtyard as the proposed development would be generally in-keeping as a form. Nevertheless, it was suggested that the southern wall abutting the locally listed Wagon Way Incline Plain should be retained and incorporated. Subsequently, the proposal was amended to reflect this, and no further comments or objections were received.

The proposed extension would adopt an appropriate scale, design and appearance for its setting. The southern wall would be retained and incorporated into the proposed extension and appropriate materials would be used. The extension would not be more than two thirds the width of the original dwelling, in accordance with the House Extensions and Other Domestic Alterations SPD and would generally appear subservient.

Conditions will be used to secure the retention of the existing southern wall abutting the locally listed Wagon Way Incline Plain and appropriate materials in the interests of design, heritage and visual amenity.

Considering the above, this weighs moderately in favour of the proposed development.

The proposal is therefore considered to conserve or enhance the character and appearance of the Elsecar Conservation Area in accordance with Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and would comply with Local Plan Policy D1: High Quality Design and Placemaking, HE1: The Historic Environment and HE4: Developments affecting Historic Areas or Landscapes and is acceptable regarding visual amenity.

Highway Safety

The proposed garage would not comply with modern spacing standards and would therefore not be counted as a parking space. Nevertheless, the proposal would not be prejudicial to highway safety as the existing access and off-street parking arrangements within the development site would be maintained. This therefore weighs modestly in favour of the proposed development.

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

Planning Balance and Conclusion

In considering the above assessment, the proposed development is relatively modest and restrained in nature and would adopt an appropriate scale, design and appearance in relation to its surrounding context. The southern wall abutting the locally listed Wagon Way Incline Plain would be retained and incorporated and appropriate materials would be used. As such, the proposal is considered to be acceptable visual amenity. The proposal is also considered to be acceptable regarding residential amenity and highway safety and is therefore recommended for approval.

**Recommendation -
Approve with Conditions**