
2024/0295

FG Tyres & Garage Ltd

41 Allendale Road, Barnsley, S75 1BL

Demolition of attached garage and erection of a 2-storey side extension to dwelling (Part Retrospective).

Site Description

The application relates to a plot located on the east side of Allendale Road close to the junction with Smithies Lane to the north and in an area that is principally residential characterised by a mix of dwelling types of varying scale and appearance.

The property in question is a detached two-storey brick constructed dwelling with a pitched roof with grey coloured roof tiles. The property is fronted by a small area of hard landscaping bounded by a brick-built boundary wall. An attached garage that was located to the north side of the property was removed prior to a site visit. To the rear of the property is a newly created access door to a basement level and a large sloping garden area with works ongoing to remove and infill a former foundation towards the eastern boundary line. Numerous boundary treatments and neighbouring trees were also removed prior to a site visit. Some boundary timber fencing remains in place on the east and north boundary lines.



Planning History

There are no previous applications associated with this site.

Proposed Development

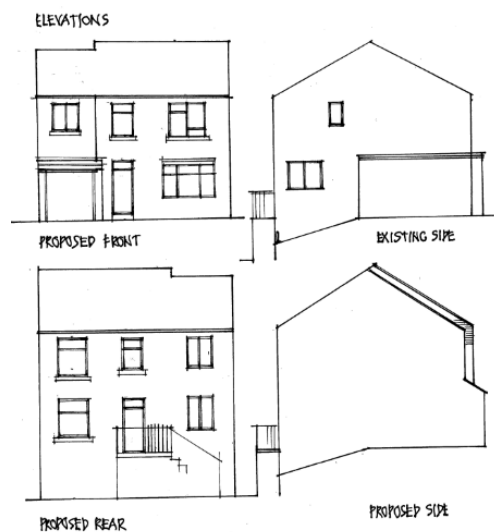
The applicant is seeking permission for the demolition of an attached garage and the erection of a two-storey extension to the north side of the application property.

The proposed extension comprises a ground level integral garage and first-floor habitable space and would project from the north side elevation of the application property by approximately 2.8 metres and would have a depth of approximately 9.3 metres. The extension would be set back at first floor level and would adopt a pitched roof with an approximate eaves and ridge height of 5.2 metres and 7.9 metres respectively. The extension would be constructed of materials that would closely match those used in the external construction of the existing building.

41 ALLENDALE ROAD, BARNESLEY



SCALE 1:100



41 ALLENDALE ROAD
SCALE 1:100

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 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 which are a material consideration in the decision-making process.

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.

Local Plan Allocation – Urban Fabric

The 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 D1: High quality design and place making.***
- ***Policy T4: New Development and Transport Safety.***

Supplementary Planning Document(s)

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

National Planning Policy Framework

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 policies include:

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

Other Material Considerations

- ***South Yorkshire Residential Design Guide 2011.***

Consultations

Highways DC – No objection subject to conditions.

Representations

Neighbour notification letters were sent to surrounding properties and five representations were received from 3 no. addresses.

The following concerns which are material planning considerations were raised:

- Concerns regarding proximity to the boundary and impact to repair and maintenance works.
- Concerns regarding reduced security and privacy due to the removal of boundary fencing.
- Concerns regarding overshadowing of side windows.
- Concerns regarding the use of the property as flats.
- Concerns regarding parking.

The following concerns which are not material planning considerations were raised:

- Concerns regarding property damage due to the removal of trees.
- Concerns regarding devaluation of surrounding properties.
- Concerns regarding the behaviour of the applicant.
- Concerns regarding the safety of the site.

Other concerns were raised in-person. Whilst all concerns raised are acknowledged, only those which were submitted in writing and are material planning considerations can be taken into account.

Assessment

Principle of Development

Extensions and alterations to a domestic property are acceptable in principle provided that they remain subservient to the host property, are of a scale and design which is appropriate to the host property and are not detrimental to the amenity afforded to adjacent properties, including visual amenity and highway safety.

Residential Amenity

Proposals for extensions and alterations to a domestic property are considered acceptable provided that they would not adversely affect the amenity of neighbouring properties.

The proposed extension would be erected to the south of adjacent 43 Allendale Road. As such, it is acknowledged that some overshadowing could occur. However, any potential impact would likely be limited to two windows on the side elevation of the neighbouring property. One window serves a non-habitable landing space, and the other window serves a habitable kitchen space. The Council will seek to protect principal habitable room windows on the front and rear elevations of adjacent properties, but not secondary windows, i.e. halls, stairs, utility rooms, toilets and bathrooms including en-suites, on side elevations of adjacent properties. In this instance, it is acknowledged that a habitable room window could be impacted. However, the window is relatively small and positioned highly on the wall and therefore has a clear secondary purpose, especially as the kitchen is also served by a large west-facing window the front of the neighbouring property.

New first-floor windows would be limited to the front and rear elevations of the proposed extension. A sufficient separation distance would be maintained to the rear boundary (10 metres or more) and the habitable room windows of the neighbouring properties opposite (21 metres or more), in accordance with the House Extensions and Other Domestic Alterations SPD. Less than 21 metres would be maintained to the front. However, the existing distance between the application property and 40 Allendale Road is less than 21 metres and therefore the proposal is unlikely to be significantly more impactful.

During the application process, concerns were raised regarding reduced privacy due to the removal of boundary fencing on the east and south boundaries. The council has been informed that any replacement fences will match the previous fencing in height and detail. However, this is pending agreement with the relevant existing or future occupier(s) of the neighbouring properties. In any case, boundary disputes are a civil matter, but should new boundary fencing be erected in the future, this could be implemented as permitted development under Class A of Part 2 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 which allows the erection, construction, maintenance, improvement or alteration of a gate, fence, wall or other means of enclosure without the requirement of planning permission provided that any new gate, fence, wall or other means of enclosure not erected adjacent to a highway used by vehicular traffic would not exceed a height of 2 metres above ground level, or where its former height was greater than 2 metres, would not exceed its former height, whichever is greater.

During the application process, concerns were raised regarding the proximity of the extension to the north boundary and the potential impact this could have on future repair and maintenance works to the neighbouring property, specifically that scaffolding could not be erected if required. The proposal shows that the development would be implemented within the curtilage of the application property and would not encroach the existing access path to the side of the neighbouring property. Moreover, a single storey extension with the same footprint could be erected under permitted development without the requirement of planning permission and could result in similar impacts.

During the application process, concerns were raised regarding the potential use of the building as flats or as a house of multiple occupation (HMO). The council has been informed that no such use is proposed, and it is intended that the property would be a three-bedroom dwellinghouse as shown on the plans. Nonetheless, should the applicant pursue an alternative use in the future, a new planning application will need to be made to the Council.

During the application process, the proposal was amended to show a newly created doorway on the rear elevation at basement level. The Council has been informed that the door is for access only and no works are to be carried out at basement level. The proposal corresponds with this and does not show any works to be carried out at basement level. Should planning permission be granted, such works would not be approved as part of the permission. Should the applicant bring the basement into habitable use, a further planning application may need to be made in the future.

The proposal is therefore not considered to result in significantly increased levels of overshadowing, overlooking or reduced levels of outlook and is considered to comply with *Local Plan Policy GD1: General Development* and would be acceptable regarding residential amenity.

Visual Amenity

Proposals for extensions and alterations to a domestic property are considered acceptable provided that they do not significantly alter or detract from the character of the street scene and would sympathetically reflect the style and proportions of the existing dwelling.

The proposed extension would be visible from the public realm of Allendale Road and would form a prominent feature within the street scene. The House Extensions and Other Domestic Alterations SPD states that the design of a side extension should reflect the design of the existing property in terms of roof style, pitch, materials and detailing, and should not have an excessive sideways projection of more than two thirds the width of the original property. Moreover, all two-storey side extensions should have a pitched roof following the form of the existing roof, and to prevent a terracing affect and to avoid detrimental changes to the character of the street scene, it will be desirable to provide a set back of at least 0.5 metres from the main front wall of the property. In addition, and where practicable, a side extension should also be set in by one metre from the side boundary with an adjacent property.

In this instance, the proposed extension would be constructed of materials that would closely match those used in the external construction of the existing building and would adopt a pitched roof that would follow the form of and be set below the ridge of the existing roof. The proposed extension would not adopt an excessive sideways projection of more than two thirds the width of the original property, and a set back from the main front wall would be provided at first floor level. The ground level of the extension would project beyond the principal elevation of the application property. However, the extension would follow the footprint of the previously attached garage and would not extend beyond the projection of the existing bay window. It is acknowledged that the proposed extension would not be set in by one metre from the north side boundary, contrary to the House Extensions and Other Domestic Alterations SPD. However, it is not considered practicable to provide this as it would significantly impact the usability of the extension. Moreover, as the extension would be set below the ridge of the existing roof and set back from the main front wall of the application property at first floor level and given that there are clear height differences between the application property and the adjacent detached neighbouring property, it is considered that the proposal would appear subservient, and a detrimental terracing affect would likely be avoided.

The proposal is therefore not considered to significantly alter or detract from the character of the street scene or the existing building and is considered to comply with *Local Plan Policy D1: High Quality Design and Placemaking* and would be acceptable regarding visual amenity.

Highway Safety

The application site was served by an existing attached garage prior to its removal.

The proposal shows that an integral garage would be provided at ground level. However, the internal measurements of the garage would not comply with the spacing standards as outlined in the South Yorkshire Residential Design Guide and therefore would not be counted as a parking space. Whilst three-bedroom properties or larger are generally expected to provide a minimum of two off-street parking spaces within their curtilage, it is acknowledged that the existing property is a three-bedroom property, and the proposal would not result in a requirement to provide additional spaces. Moreover, the proposed garage would be the same size as the previously attached garage and could be used by some smaller vehicles.

During the application process, concerns were raised regarding parking, particularly if the property were to be used as flats or an HMO. The Council has been informed that the property would remain as a three-bedroom dwellinghouse. The property would be served by the same level of parking that previously existed and therefore, it is not considered that the proposal would be prejudicial to highway safety. Furthermore, Highways DC were consulted on the proposal and raised no objection.

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

Recommendation - Approve with Conditions