

2022/1011

Mrs Karen Saxton

12 Ainsdale Road, Royston, Barnsley, S71 4HJ

Removal of existing conservatory, erection of a single storey extension to the rear and associated external alterations to the facing materials, fenestration details and roof of that part of the dwellinghouse

Site Description

The dwelling is a detached property located in Royston. Ainsdale Road consists of other detached dwellings which are similar in size, type, and external materials used.

Within the street scene various extensions can be seen including side and front extensions, dormer extensions, and car ports. These vary in style including differences in roof type and size.

12 Ainsdale Road is located on a sloping site that results in a staggered building line with neighbouring properties in terms of ridge height.

To the front of the dwelling are hard surfaced spaces utilised for off-street parking. To the side of the dwelling is an existing two-storey side extension which compromises of a garage and habitable space at first-floor level.

To the rear of the dwelling is a garden, an existing conservatory, and an existing flat-roofed single storey extension that also extends along part of a side elevation. The boundaries are lined by high fencing and natural screening in places.



Planning History

B/78/1021/RO - Extension to dwelling (Permitted development) – Historic.

B/80/0544/RO - Erection of private garage and extension to dwelling – Historic.

B/90/0010/RO - Extension to dwelling – Historic.

B/95/0833/RO - Erection of rear conservatory extension – Historic.

2018/1314 - Removal of existing flat roof, formation of new hipped roof, new entrance canopy, apex over existing bay window and full recovering of existing tiled roof. – Approve with Conditions.

Proposed Development

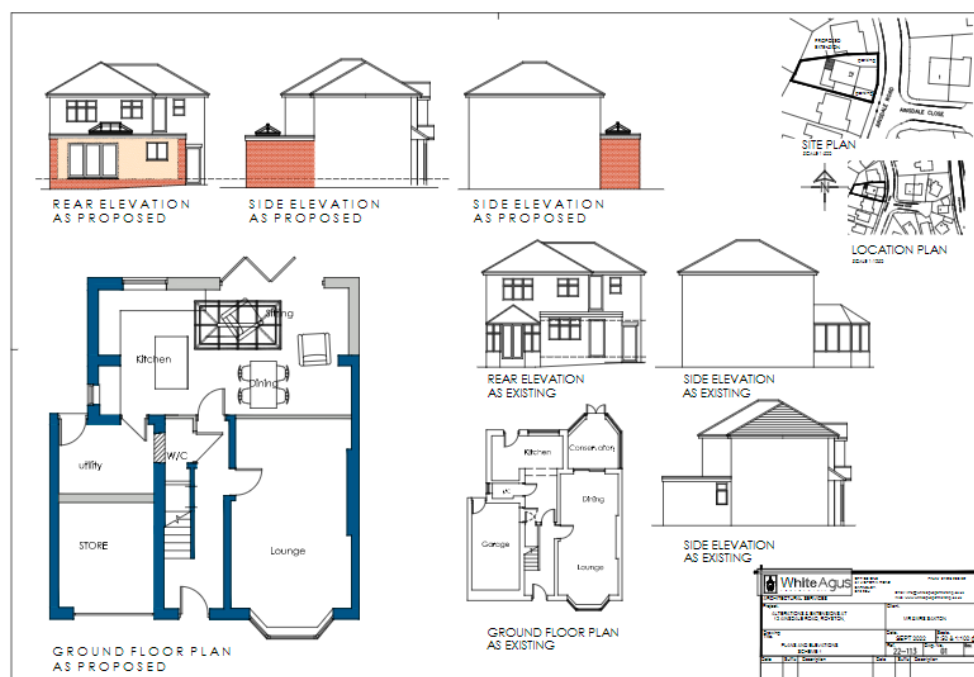
The applicant is seeking approval for the removal of an existing conservatory, erection of a single storey extension to the rear and associated external alterations to the facing materials, fenestration details and roof of that part of the dwellinghouse.

The proposed rear extension would project from the rear elevation by 2.26 metres and have a width of 3.12 metres. It would have an eaves height of 2.90 metres and a total height of 3.18 metres.

This would join onto the existing extension and create a singular single storey rear extension that would project 2.26 metres from the rear elevation and have a combined width of 7.81 metres. Part of the existing extension extends along part of a side elevation for 1.66 metres, and this would remain unchanged.

The proposed extension would utilise matching brickwork, roofing materials in the form of a single ply membrane, and white UPVC for the windows.

The proposals also include the change of use of an existing garage to be used as utility and storage spaces.



Policy Context

Planning decisions should be made in accordance with the current development plan policies unless material considerations indicate otherwise. The recently revised National Planning Policy Framework (NPPF) does not change the statutory status of the development plan as the starting point for decision making.

Local Plan Allocation – Urban Fabric

The Barnsley Local Plan (BLP) was adopted at the full Council meeting held 3rd January 2019. In addition, the Local Authority (LPA) has adopted a series of Supplementary Planning Documents (SPD), and Neighbourhood Plans which provide supporting guidance and specific local policies and are a material consideration in the decision-making process. In reference to this application, the following policies are relevant:

Policy SD1: Presumption in favour of Sustainable Development – States that proposals for development will be approved where there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents. Development will be expected to be compatible with neighbouring land and will not significantly prejudice the current or future use of neighbouring land. Policy GD1 below will be applied to all development.

Policy GD1: General Development – States that proposals for development will be approved where there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents. Development will be expected to be compatible with neighbouring land and will not significantly prejudice the current or future use of neighbouring land. Policy GD1 below will be applied to all development.

Policy D1: High quality design and place making – Supersedes Core Strategy Policy CSP 29 and sets out the overarching design principles for the borough. Policy D1 States that development is expected to be of high-quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and features of Barnsley.

Supplementary Planning Document: House extensions and Other Domestic Alterations

This document establishes the design principles that specifically apply to the consideration of planning applications for house extensions, roof alterations, outbuildings & other domestic alterations. The general principles are that proposals should;

- Be of a scale and design which harmonises with the existing building;
- Not adversely affect the amenity of neighbouring properties;
- Maintain the character of the street scene; and
- Not interfere with highway safety

The above principles are to reflect the revised principles in the NPPF, which promote high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

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 places - The Government attaches great importance to the design of the built environment. 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. It is important to plan positively for the inclusion of high-quality design for all developments, including individual buildings, public and private spaces, and wider area development schemes.

Within section 12, paragraph 134 states that *“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”*.

Consultations

No consultees were consulted for this application.

Representations

Neighbour notification letters were sent to surrounding properties, no objections or comments were received.

Assessment

Principle of Development

The site falls within urban fabric which has no specific land allocation; however, the site and surrounding area is made up principally of housing. Extensions to residential properties are considered acceptable where they do not have a detrimental impact on the amenity of surrounding residents, visual amenity, and highway safety.

Residential Amenity

The SPD states that *“Extensions to the rear of detached houses will be considered on their design merits where no adjacent properties are affected.”*

The proposed rear extension would not have a significant detrimental impact on any neighbouring property by way of overshadowing or being overbearing. The height would be restrained and would not exceed a single storey. Existing fencing and natural screening would also help to mitigate any impacts.

In terms of overlooking the SPD states that *“A distance of 12 metres should be maintained to a blank gable wall and a distance of 10m should normally be provided between rear-facing windows in the first floor (and above) and the rear boundary.”*

The proposed extension would maintain a distance of 6.69 metres from the rear boundary, however, as a single storey it is unlikely to cause any concern regarding overlooking and loss of privacy. The proposal is therefore considered to be in compliance with Local Plan Policy GD1: General Development and is acceptable in terms of residential amenity.

Visual Amenity

The SPD states that *‘materials should normally be of the same type, colour and texture to the existing house or as close a match as possible’*.

In this case, the proposed materials would partially match the existing dwelling with matching brickwork, and white UPVC for the windows. A single ply membrane would be utilised for the flat roof.

Whilst a flat roof does not directly reflect the style and pitch of the roof of the original dwelling, it would match the roof of the existing extension. This would allow for a more cohesive extension overall in terms of style and design, and whilst not preferred, would still be an improvement on the unbalanced appearance of a flat roofed extension alongside a conservatory.

As the extension would be to the rear of the dwelling and not visible from public viewpoints, it is unlikely that the proposed extension would have a detrimental impact upon the character of the street scene.

The proposed extension is therefore considered to comply with the SPD regarding visual amenity.

Highway Safety

The proposed change of use of the existing garage to utility and storage spaces would result in a loss of some potential off-street parking space, however, existing hard surfaced areas to the front of the dwelling currently utilised for off-street parking would be maintained and would continue to provide sufficient parking spaces for the dwelling.

The loss of the garage would not create additional pressures on the highway by way of on-street parking due to the current provisions of off-street parking remaining unchanged and being maintained within the proposals.

The proposed change of use of the garage would therefore not be considered to create or add to highway safety problems. Therefore, it is considered that the proposed extensions would not impact on highway safety and as such is acceptable and in compliance with Local Plan Policy T4.

Recommendation

Approve with Conditions