

2023/0228

Saunders-Hindley

3 Bond Road, Old Town, Barnsley, S75 2TN

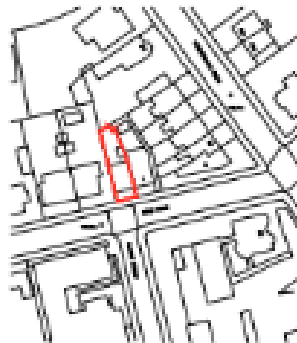
Loft Conversion including installation of rear dormer

Site Description

3 Bond Road is a two-storey semi-detached dwelling located in Old Town, and within the Huddersfield Road Conservation Area. The surrounding area is principally residential with the River Dearne and Green Belt land to the North, Barnsley College to the East, the Town Centre to the South, and Barnsley Hospital to the West. Also South of the site are the Victoria Road and Regent Street/ Church Street/ Market Hill Conservation Areas which locate various listed buildings. North and West of the site are two Grade II listed buildings - Barnsley Sixth Form College to the North and the Church of St Paul to the West.

The dwelling is a Victorian semi-detached property that uses thinly coursed sandstone to the front with red brick to the gables and rear. The front elevation also includes projecting quoins, corbels beneath the gutter line, and black painted dressings to openings with heads that include inscribed and stylised arches.

These materials and features are seen throughout the street scene of Bond Road, maintaining some degree of consistency; however, there are some noticeable differences, including various additions, and a flat roof building opposite the site forming part of a care home.



Planning History

There is no previous planning history associated with this site.

Proposed Development

The applicant is seeking approval for the installation of a dormer to the rear of the dwelling and subsequent loft conversion.

Amended proposals were received 22/05/2023, increasing the set-in of the dormer from the East gable shared with adjoining neighbouring property, 1 Bond Road.

The proposed dormer would project from its highest point within the roof plane of the original dwelling by approximately 2.56 metres – it would be set-in from the East gable by approximately 0.5 metres and the West gable by approximately 0.6 metres – it would be set below the ridge of the original roof by approximately 1 metre and set back from the eaves by approximately 0.5 metres.

The walls and cheeks of the dormer will use hanging slate tiles, and it has been agreed that the roof will be clad in a slate grey rainscreen material coloured RAL 7016, and the windows will use anthracite frames coloured RAL 7016.



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/ Huddersfield Road Conservation Area

The site is allocated as Urban Fabric within the adopted Local Plan, which has no specific land allocation and therefore, the following policies are relevant:

- ***Policy HE1: The Historic Environment.***
- ***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: 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; reflecting 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.***
- ***Section 16: Conserving and enhancing the historic environment.***

Consultations

A Conservation Officer was consulted on the proposals; no objections were received subject to conditions regarding materials.

Representations

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

The proposals were also publicised by a site and press notice - expiring 26/05/2023 and 27/05/2023 respectively.

Assessment

Principle of Development

The site falls within an area identified as urban fabric and therefore has no specific land allocation; however, the site and surrounding area is made up principally of housing; proposals will be supported where they do not have a detrimental impact on the amenity of surrounding residents, visual amenity, and highway safety, and would conserve and enhance the significance and setting of the borough's heritage assets, paying particular attention to those elements which contribute most to the borough's distinctive character and sense of place within the Huddersfield Road Conservation Area.

Visual Amenity and Conservation Area Impact

Huddersfield Road extends from the junction with Victoria Road and Old Mill Lane in the South to the junction with Wilthorpe Road, Rowland Road, and Wilthorpe Avenue to the North – it is covered by both the Huddersfield Road and Victoria Road Conservation Areas.

The Victoria Road Conservation Area Appraisal establishes a detailed explanation of the Victoria Road Conservation Area. Within it, Huddersfield Road is described, stating that *'the Victorian houses on Huddersfield Road display the classical architecture of many of the properties within the Conservation Area, with many exhibiting large bay windows to ground floor rooms and pitched Welsh slate roofs. Windows continue the vertical emphasis with paired vertically emphasised first floor windows to most properties.'* The above architectural style and defining features are also prevalent on Bond Road and within the Huddersfield Road Conservation Area.

Separately, the SPD states that *'the design of the dormer window should reflect the character of the area, the surrounding buildings, and the age and appearance of the existing building, flat roof dormers have proved to be more expensive to maintain and prone to failure, are considered aesthetically inferior, and are not normally acceptable.'*

In this instance, the proposals show a flat roof dormer to the rear of the dwelling. Whilst flat roof dormers are considered to be an inferior form of construction and aesthetic, comments received from the Conservation Officer highlight that such development is not uncommon within the area, with many being present historically. Moreover, the rear of the dwelling is much more hidden from views and the public realm, and would therefore, not adversely affect the positive contribution, both individually and collectively, the dwelling has on the character of the street scene and the Conservation Area group value – primarily influenced by a strong and aesthetically pleasing principal elevation to the dwelling.

Further to the above, the SPD states that *'dormers should be set within the roof plane and not be built off an external wall, be below the ridge height of the original roof, setback from the eaves and gable of the original roof by at least 0.5 metres, line up horizontally with existing dormers within the same roof plane and be positioned to line up vertically with window openings below.'*

In this instance, the dormer would not be built off an external wall and would remain below the ridge of the original roof by approximately 1 metre - a setback from the eaves of approximately 0.5 metres and a set in from the East and West gables of approximately 0.5 metres and 0.6 metres respectively would be achieved - horizontal and vertical alignment would be maintained to some degree regarding window placement, as would their proportions.

Furthermore, the SPD states that *'materials should normally be of the same size, colour and texture as to the existing house or as close a match as possible; materials specifically used for a dormer should minimise cladding to the front and utilise same or similarly coloured materials as to the original roof to the sides, unless glazed.'*

In this instance, the dormer roof will be clad in slate grey rainscreen coloured RAL 7016 and the windows will use anthracite frames also coloured RAL 7016 as recommended by the Conservation Officer and agreed with the applicant. The walls and cheeks of the dormer will use hanging slate tiles as confirmed by email 25/05/2023.

When considered together, the installation of a flat roof dormer along with its appearance, though considered to be an inferior aesthetic and method of construction, would be a somewhat sympathetic addition to the original dwelling that would not adversely impact the character of the street scene nor erode the positive contributions of the dwelling to the collective Conservation Area group value.

Therefore, the proposals would conserve the significance and setting of the dwelling within the Huddersfield Road Conservation Area and are not considered to detrimentally affect or alter the character of the street scene. It is considered that the proposals would, therefore, conserve or enhance the character or appearance of the conservation area in accordance with Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990. As such, it would also be considered acceptable and in compliance with Local Plan Policy HE1: The Historic Environment and Local plan Policy D1: High Quality Design and Placemaking and would be acceptable regarding visual amenity.

Residential Amenity

Proposals for house extensions are considered acceptable where they do not adversely affect the amenity of neighbouring properties.

In this instance, the proposed dormer would be positioned on the North elevation – generally, this location would have the least impact regarding overshadowing due to the movement of the natural sun path. Moreover, the applicant dwelling is set forward and slightly down of adjacent neighbouring property 5 Bond Road, and is therefore, unlikely to contribute to any additional levels of impact that would be considered detrimental to the residential amenity.

Some additional overlooking may be created due to the positioning of the dormer above first-floor level; however, this is not considered to be a significant increase on existing levels of impact, and would therefore, not be detrimental to the residential amenity.

The proposals would not affect levels of outlook beyond what is currently experienced.

The proposals, therefore, would be considered to comply with Local Plan Policy GD1: General Development and would be acceptable regarding residential amenity.

Highway Safety

As a result of the proposals, the dwelling would change from a 2-bedroom property, increasing to a 3-bedroom property; as such, there is a requirement for increased parking provision – two spaces for dwellings with three bedrooms or more.

In this instance, however, the dwelling does not benefit from any existing off-street parking provision, instead parking on-street. On-street parking is prominent in the area and has served the dwelling appropriately without causing concern to highway safety.

It is not anticipated, that as a result of the proposals, there would be a significant increase in vehicular parking or movements within the area, beyond what is currently experienced; as such, it is considered that highways safety would be maintained to a reasonable degree.

As such, the proposals would be considered acceptable and in compliance with Local plan Policy T4: New Development and Transport Safety.

Recommendation

Approve with Conditions