

Item No: 5.2
Application No: 16/00988/FULH Author: Sean Gallagher
Date valid: 6 June 2016 ☎: 0191 643 7756
Target: 1 August 2016 Ward: Valley
decision date:

Application type: Householder Full application

Location: 3 East Farm Mews, Backworth, NEWCASTLE UPON TYNE, NE27 0FB,

Proposal: Brick up front and rear of existing car port and convert to provide kitchen

Applicant: Mr Greg Lake, 3 East Farm Mews Backworth NEWCASTLE UPON TYNE NE27 0FB

RECOMMENDATION: Application Permitted

INFORMATION

1.0 Summary Of Key Issues & Conclusions

1.0 Main Issues

1.1 members should note that the main issues in this case are:

- Impact on the character and appearance of the Backworth Conservation Area;
- Impact on the amenity of neighbouring properties;
- Impact on the highway.

2.0 Description of the Site

2.1 This application relates to a north facing two storey semi detached dwelling in the residential area of Backworth. At ground floor level, the dwelling incorporates a car port. The property is located to the end of a cul-de-sac which contains four dwellings in total. In terms of car parking to the site, the only on site car parking at present consists of the existing car port.

2.2 The site is located within the Backworth Conservation Area.

3.0 Description of the Proposal

3.1 It is proposed to convert the existing car port to a kitchen. This would involve bricking up the front and rear of the existing car port. A window would be inserted into the front elevation and a set of patio doors would be inserted into the rear elevation.

4.0 Relevant Planning History

4.1 11 East Farm Mews - 14/01067/FULH

Conversion of existing garage to form habitable room and conversion of existing car port to form garage with associated external alterations to form new windows and doors.

Application Permitted

4.2 12 East Farm Mews - 14/00022/FULH

Conversion of existing car port to form garage and conversion of existing garage to bedroom

Application Permitted

5.0 Development Plan

5.1 North Tyneside Council Unitary Development Plan (adopted March 2002)

Direction from Secretary of State under Paragraph 1(3) of Schedule 8 to Town and Country Planning and Compulsory Purchase Act 2004 in respect of Policies in the North Tyneside UDP (August 2007)

6.0 Government Policy

6.1 National Planning Policy Framework (March 2012)

6.2 Planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is a material consideration in the determination of all applications. It requires LPAs to apply a presumption in favour of sustainable development in determining development proposals. Due weight should still be attached to Development Plan policies according to the degree to which any policy is consistent with the NPPF.

PLANNING OFFICERS REPORT

7.0 Main Issues

7.1 The main issues in this case are:

- Impact on the character and appearance of the Backworth Conservation Area;
- Impact on the amenity of neighbouring properties;
- Impact on the highway;

8.0 Relevant Planning Policies

8.1 The National Planning Policy Framework states that good design is a key aspect of sustainable development and that permission should be refused for development of poor design.

8.2 Policy H11 of the North Tyneside Unitary Development Plan seeks to ensure a high standard of design for residential development, including extensions and alterations. It seeks to resist proposals that would have an adverse impact on the amenities of the occupiers of surrounding land and property. Other matters that are taken into account are the scale and mass of the proposal and the

relationship to its site and surroundings.

8.3 LDD11 Design Quality SPD states that extensions must offer a high quality of design that will sustain, enhance and preserve the quality of the built and natural environment. It further states that extensions should complement the form and character of the original building.

8.4 Policy E16/2 'Conservation Areas' of the North Tyneside Unitary Development Plan states that development which would not preserve or enhance the character, appearance or setting of a Conservation Area will not be permitted. In assessing a development, particular consideration will be given to its design, scale, layout and materials; the treatment of surrounding spaces; and its relationship to surrounding development. This guidance is backed up by the criteria contained within Development Control Policy Statement No 8 'Development within Conservation Areas'.

8.5 Development Control Policy Statement No.8 of the UDP relates to material planning considerations that will be taken into account for development within conservation areas.

8.6 In respect of designated heritage assets the National Planning Policy Framework states that when determining the impact on the significance of a heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting.

8.7 Development Control Policy No.9 'Residential Extensions' states that any decision has to take into account the affect upon the amenity of neighbouring occupiers, e.g. Loss of sunlight, daylight, outlook or privacy, or the effect of the proposal on the street scene and the character of the area and the extent to which works have a high quality of design that respects the character and materials of the existing building.

8.8 LDD 12 stipulates that the parking standards for residential properties are 1 space per 1 or 2 bedroom dwelling then 1 additional space per bedroom.

9.0 Impact on the Character and Appearance of the Conservation Area

9.1 It is proposed to convert the existing car port to a kitchen. This would involve the blocking up of the front and rear walls of the car port with stone to match the existing. A window would be inserted into the front elevation and a set of patio doors would be inserted into the rear elevation.

9.2 The Council's Conservation Officer has been consulted on this application and has commented that the proposal would be acceptable, provided that the development is carried out using materials and in a style to match the existing building.

9.3 The Conservation Officer has also commented that the rainwater goods should remain metal, as existing, and that trickle vents to windows should not be

externally visible, so that the proposed windows match the existing windows. A condition has been recommended to control this.

9.4 In light of the Conservation Officer's comments, it is considered that the proposal would not have a significant detrimental impact upon the character and appearance of the Backworth Conservation Area and the proposal would accord with policies H11, E16/2, DCPS No. 8 and LDD11.

10.0 Impact on the Residential Amenity of Neighbouring Properties

10.1 The proposal would not involve extending the property beyond its existing footprint. As such there would be no significant impact upon the amenity of neighbouring properties.

10.2 It is proposed to insert a window into the front elevation of the property. This would serve a kitchen. There is a separation distance of approximately 12m between the proposed window and the front elevation of No 4 East Farm Mews. Given the presence of existing windows to the front elevation of the host property, this is considered to be acceptable.

10.3 Two letters of objection have been received from neighbouring properties. The issues raised have been summarised above. The issues raised relating to the design of the proposal and its impact upon the Conservation Area have been covered above. The issues raised relating to parking and the impact of the development on parking are covered below.

10.4 The presence of covenants is not a material planning consideration and therefore cannot be taken into account in the decision making process.

10.5 In conclusion, it is considered that the impact of the proposal on the residential amenity of neighbouring properties would be acceptable in accordance with policy H11.

11.0 Impact on Highways

11.1 The proposal would lead to a net loss of a parking space displacing a vehicle to the street.

11.2 Representations have been received with regard to the development resulting in highway issues including the manoeuvrability of vehicles in the street becoming harder and access issues due to cars associated with the host property parking on the highway. East Farm Mews is not a major highway and the host property is located towards the end of the cul-de-sac. Therefore it is considered that the impact on the highway would not be significant.

11.3 The Council's Highways Network Manager has been consulted and has commented that there are concerns that the loss of the parking will result in an additional vehicle parking within the development and that this will be to the detriment of highway safety and the manoeuvrability of other vehicles. However, the Highways Network Manager notes that as the site is not adopted and this is

Conservation Area and in accordance with the NPPF and Policy 16/2 of the UDP

4. All trickle vents to windows shall not be externally visible.

Reason: In order to preserve the character and appearance of the Conservation Area and in accordance with the NPPF and Policy 16/2 of the UDP

Statement under Article 35 of the Town & Country (Development Management Procedure) (England) Order 2015):

The proposal complies with the development plan and would improve the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively and positively to issue the decision without delay. The Local Planning Authority has therefore implemented the requirements in Paragraphs 186-187 of the National Planning Policy Framework.



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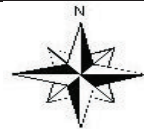
Location: 3 East Farm Mews, Backworth, NEWCASTLE UPON TYNE, NE27 0FB

Proposal: Brick up front and rear of existing car port and convert to provide kitchen

Not to scale

Date: 30.06.2016

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Appendix 1 – 16/00988/FULH Item 5.2

Consultations/representations

1.0 Internal Consultees

1.1 Highways Network Manager

This application is to brick up front the front & rear of the existing car port and convert to provide kitchen. There are concerns that the loss of the parking will result in an additional vehicle parking within the development and that this will be to the detriment of highway safety and the manoeuvrability of other vehicles. However, the site is private and unlikely to affect the adopted highway.

1.2 Environmental Health (Pollution)

No objection in principle.

1.3 Conservation Officer

3 East Farm Mews is in the Backworth Conservation Area. Provided the development is carried out using matching styles and materials the impact on the character or appearance of the conservation area will not be significant. The notes on the plans refer to upvc rainwater goods – those currently on the building are metal and should remain so. Also, the notes refer to trickle vents on windows. Where required these should not be externally visible thereby matching the existing windows.

2.0 Representations

2.1 Two representations have been received from neighbouring properties. The issues raised are as follows.

- 2.2 - The property is in a very small cul-de-sac and has no off street parking.
- If Persimmon had made an application to build the house without provision for off street parking their application would have been refused.
 - On street parking would cause parking issues for neighbouring residents as there is no turning point. It would also lead to access issues.
 - There is a covenant not to park on the estate's roads.
 - The development would set a precedent for the future.
 - The estate is part of the conservation area.
 - The development would be aesthetically incompatible with the appearance of the estate and would be inconsistent with the adjacent house, No 2.

3.0 Councillor Comments

3.1 No comments have been received from councillors.