

Mr Glen Shaw

Erection of two storey and single storey extensions to the rear/side including provision of first floor balcony to the rear and erection of detached quadruple garage outbuilding with 2no annexes located above within first floor

Hartgan House, Pinfold Lane, Royston, Barnsley, S71 4PQ

Site Description

The application relates to a detached, 2 storey, brick built, hip roofed property which stands to the South East of the plot. The building has an existing conservatory extension on the South Eastern elevation and a lean-to extension on part of the North Western elevation. The dwelling is accessed via Pinfold Lane which is a single access road which also acts as a 'Safer Route to School' link between Royston and Carlton. Some recent landscaping works have taken place to the West of the dwelling and the area to the North is mainly laid to lawn. There is a parking area, just off Pinfold Lane to the North East adjacent to a garage. Beyond the domestic curtilage is an area of land which accommodates a workshop, container, and access track to the adjacent field.

The majority of the site is allocated as urban fabric within the local plan with the boundary to the west (where the landscaping works have taken place) being in the Green Belt. There are open fields to the West of the site and residential properties, fronting West Pinfold to the East.



Proposed Development

The applicant seeks permission to erect a 2-storey extension on part of the North West elevation of the building. It would project 10m from the original elevation and partially adjoin the existing single storey lean to. The extension would also have a single storey element

which would project beyond the existing side elevation by 2m and accommodate a balcony above, accessed from the first floor. The extension would have a hipped roof with eaves to match the host property. The ridge would be marginally lower than the host. The proposed first floor accommodation would be accessed from the extension at ground floor level, there would be no link to the existing first floor accommodation.

The applicant also seeks permission for a detached garage building with gables. The garage would be 15.4m wide, 7m deep and have a ridge height of 5.6m. The building would accommodate 4no. garage bays on the ground floor and 2no. annexes within the roof space, served by roof lights.



Planning History

2019/0728 - Residential development of 3 no. dwellings and associated works (Outline With All Matters Reserved). Refused 18/09/2019:-

1. In the opinion of the Local Planning Authority the proposed development would result in the intensification of the use of a public right of way and a safe route to school by vehicles resulting in too many conflicting movements with pedestrians and cyclists due to the restricted widths, the poor visibility in places and a lack of passing opportunities. The proposal is therefore contrary to Local Plan Policies T4 'New development and Transport Safety', GD1 'General Development', D1 'High Quality Design and Place Making' and paragraph 108 of the NPPF.
2. In the opinion of the Local Planning Authority the proposal represents an undesirable form of backland development that would result in noise and disturbance that would be harmful to the living conditions of adjacent properties as a result of vehicle movements having to pass through a gap located between existing dwellings, or behind private rear gardens. In addition it would result in excessive 'man carry distances' from the adopted highway as a result of Pinfold Lane being unsuitable to accommodate refuse and other servicing vehicles. Therefore the development is contrary to the Designing New Housing Development SPD and associated Local Plan policies GD1 'General Development' and D1 'High Quality Design and Place Making'.

2020/0558 - Erection of 2no dwellings and associated works (Outline with all matters reserved apart from means of access). Refused 18/09/2020 for the following reasons:-

1. In the opinion of the Local Planning Authority the proposed development would result in the intensification of the use of a public right of way and a safe route to school by vehicles resulting in too many conflicting movements with pedestrians and cyclists due to the restricted widths, the poor visibility in places and a lack of passing opportunities. The proposal is therefore contrary to Local Plan Policies T4 'New development and Transport Safety', GD1 'General Development', D1 'High Quality Design and Place Making' and paragraph 108 of the NPPF.
2. In the opinion of the Local Planning Authority the proposal represents an undesirable form of backland development that would result in noise and disturbance that would be harmful to the living conditions of adjacent properties as a result of vehicle movements having to pass through a gap located between existing dwellings, or behind private rear gardens. Therefore, the development is contrary to the Designing New Housing Development SPD and associated Local Plan policies GD1 'General Development' and D1 'High Quality Design and Place Making'.

The subsequent appeal was dismissed on 29th March 2011 with the Planning Inspector determining that the proposal would have an adverse impact on pedestrian safety.

Policy Context

The site is allocated as Urban Fabric within the Local Plan Proposals Maps and therefore the following Local Plan policies are relevant:

Policy GD1 General Development

Policy D1 High Quality Design and Place Making

Policy T4 'New Development & Transport Safety

SPD's

Supplementary Planning Document (SPD) – 'House Extensions and other domestic alterations' sets out 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 for should:

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

These policies are considered to reflect policies set out in the revised NPPF, which requires development to be of high-quality design and provide a good standard of amenity for all existing and future occupants of land and buildings.

Detached garages should relate sympathetically to the main dwelling in style, proportions, and external finishes. In most cases, it will not be appropriate for a garage to be sited between the house and the road.

Detached garages should be single storey structures and the eaves height should not normally exceed 2.5m from ground level. It is not considered appropriate for detached garages to include dormer windows as a way of accommodating rooms in the roof space but in some circumstances (e.g., where the garage is set within a large curtilage) it may be possible to utilise the roof space for ancillary accommodation/storage but not as an

annex/granny annex. Where the privacy of neighbouring residents would not be compromised it may therefore be possible to install roof lights.

SPD 'Parking' – 1no. parking space required for dwellings with 2 bedrooms or less and 2no. spaces for dwellings with 3 bedrooms or more.

Consultee Responses

Highways – No comments

PROW – No objection subject to informative

Representations

None

Assessment

Principle of Development

The site is allocated as Urban Fabric within the Local Plan, as such, extensions and alterations to a domestic property are acceptable in principle provided that they remain subsidiary to the host dwelling, are of a scale and design which is appropriate to the host property and are not detrimental to the amenity afforded to adjacent properties.

In terms of the garage, detached garages should relate sympathetically to the main dwelling in style, proportions, and external finishes. It should be single storey and the eaves height should not normally exceed 2.5m from ground level.

Visual Amenity

It is noted that there are differing property styles, ages, designs, and styles within the immediate area. The application property is limited in terms of architectural merit, but the main features are the bay windows on the North Western elevation. The proposed extension would be built over those windows and project out a considerable 10m which is more than the depth of the original dwelling. It is noted that the extension would be obscured slightly by the immediately adjacent existing lean-to extension, however, that is only a relatively modest single storey structure.

With the loss of the bay windows, the property would no longer have an identifiable principal elevation and the original host property would be dominated by the extension which almost doubles the floor space. This is contrary to Local Plan Policy D1 and SPD 'House Extensions and Other Domestic Alterations' which requires extensions to harmonise with the host property and be of a design and scale which are appropriate. The proposed extension should be a subordinate addition with the original dwelling remaining the dominant visual feature.

It should also be noted the host dwelling is brick built with a tiled roof. The immediate surrounding area is also predominantly brick; however, it is proposed to render both the existing dwelling and the extension, again contrary to policy D1 and the SPD which requires extensions to reflect the materials of the host.

It is noted that the dwelling is located in a backland position with only a single track on one side and open fields on the other. However, Pinfold Lane is a public right of way and, as outlined above, is used as a 'Safer Route to School'. As such, the property is highly visible from public vantage points.

In terms of the garage, it would be in a similar position to an existing garage building to the North of the dwelling. However, the proposed garage would have a larger footprint than the original host dwelling and have a gable roof, rather than a hip. As such, it would be contrary

to the SPD which states detached garages should relate sympathetically to the main dwelling in style, proportions, and external finishes.

The garage would be immediately adjacent to Pinfold Lane and again would be highly visible from public vantage points, especially given the proximity of the proposed gable to Pinfold Lane. The finish of the garage would be render which does not respect the materials of the host dwelling.

In addition to the large footprint, the garage would also have a height of 5.6m in order to accommodate the rooms within the roof space, this would further add to the visual prominence and scale.

Residential Amenity

The proposed extension and garage are set away from existing neighbouring properties. However, it is not clear what the annexes above the garages would be used for in order to fully assess residential amenity. In any case, the SPD states it may be possible to utilise the roof space for ancillary accommodation/storage but **not** as an annex. The planning history of this site is that planning applications for additional dwellings have been refused by the Council and an appeal has been dismissed. Future subdivision to create additional dwellings would not be acceptable therefore. Yet no explanation has been provided to explain the relationship between the occupants of the 2no annexes and the host dwelling, nor the highly unusual scenario of having 2no annexes. In addition there is no information on the floor plans detailing how the annex units would be laid out internally with both showing as separate self contained units with their own individual accesses.

Highway Safety

The applicant has indicated that the garages would accommodate the vehicles already on the site which would not increase any vehicular movements along Pinfold Lane, which was a reason for refusal relating to recent residential applications adjacent to the site, as well as one of the reason an appeal was dismissed. However, there is limited information on what those vehicles are and also limited information on the plans to demonstrate that turning and maneuvering of those vehicles can take place within the site.

Recommendation

Refuse – for the following reasons.

In the opinion of the Local Planning Authority the proposed extension would be contrary to Local Plan Policy D1 and SPD 'House Extensions and Other Domestic Alterations' in that its design, position, size, and materials would be architecturally inconsistent with the character of the property and would as a consequence appear as a dominant and unduly intrusive feature in the street scene to the detriment of visual amenity. Furthermore, the detached garage would be in a prominent position and not relate sympathetically to the main dwelling in style, proportions, and external finishes.

The applicant has not submitted sufficient details to enable an adequate assessment to be made on the effect of the development on residential amenity given the lack of information regarding the 2no. annexes above the garages. Furthermore, there is a lack of justification for the 4no. garages, and the plans do not demonstrate parking and turning areas for the proposed vehicles within the site.