2021/1530

Mr Glen Shaw

Erection of two storey side and single storey extensions including provision of first floor balcony to the rear, changes to the external facing materials and erection of detached quadruple garage outbuilding

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.







Site History

2008/1368 – erection of 1 detached dwelling – Withdrawn

2008/1680 – Erection of a detached dwelling (resubmission) – approved

2015/0868 – Residential Development (outline) – approved

2019/0728 – Residential development of 3no. dwellings and associated works (outline) – Refuse

2020/0558 – erection of 2no. dwellings and associated works (outline with all matters reserved apart from access) – Refused

2021/0771 – 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 – refused for the following reason;

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.



Proposed Development

The applicant seeks permission to erect a 'T' shaped extension on part of the the North West elevation of the existing dwelling where the 2-storey bay window is located. The extension would accommodate a living room on the ground floor and 2no. en-suite bedrooms and a balcony shared between the two bedrooms on the first floor. The existing dwelling and the extensions would consist of render on the ground floor and brick above.

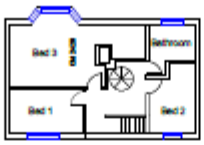
The applicant also proposed a detached triple garage to the North of the dwelling. The garage would measure 9.4m wide and 7m deep. It would be separated in 2 with an interconnecting door. One part would be a double garage with a connected single garage. The building would incorporate a dual pitched roof and would be part render/part brick to match the host dwelling.

It should be noted that during the course of the application process the detached garage was reduced from a quadruple garage to a triple garage.

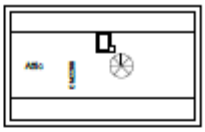
Existing



Current Ground Floor



Current First Floor



Current Loft Space



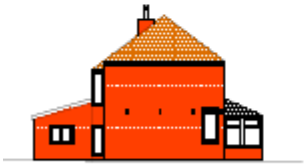
Current South East Elevation



Current North West Elevation



Current North East Elevation

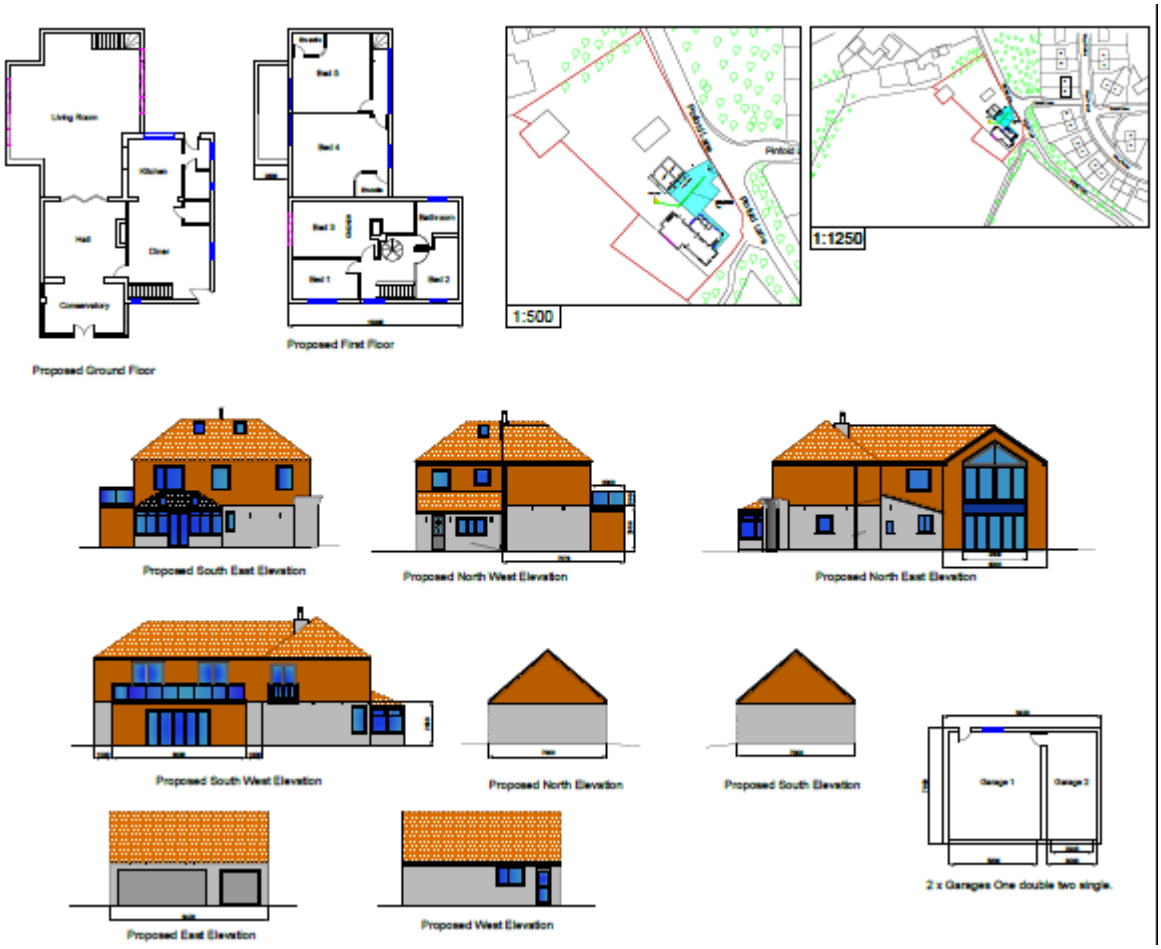


Current South West Elevation





Proposed



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 polices 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 objections

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.

It is noted that a previous application for extensions and alterations was refused (2021/0771), as such, the current proposal should address and overcome those previous reasons. With regards to reason for refusal 2;

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.

The applicant has now reduced the size of the garage and removed the accommodation from the first floor of the garage, as such, reason for refusal 2 is no longer relevant. Whether the applicant has addressed reason for refusal 1 will be explored under the following headings;

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 original 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.

Although the loss of the bay windows is regrettable, the dwelling has already undergone a number of extensions and alterations which has significantly changed its character and legibility. It is acknowledged that the current extension is very similar in scale and layout as the previous extension, however, where the previous extension design just added to the confusing elevations and poor legibility of the property, the current extension introduces a new large, glazed gable which fronts Pinfold Lane and introduces a focal point and more of a principal elevation.

Unlike the previous proposal, the applicant also proposes to tie the existing dwelling and proposed extension together by rendering the lower half of the building while using matching brick work on the upper floor. This would harmonise the old and new creating a more cohesive dwelling to the benefit of visual amenity. It should be noted that a render a brick mix is evident on neighbouring properties within the immediate area.

It is noted that the proposed extension could hardly be described as a subordinate addition and once the development is complete it would be difficult to read the history of the building. However, as outlined above, there has been a number of extensions to the dwelling over the years which have already blurred the history of the dwelling. Furthermore, given the limited architectural merit of the host dwelling as it stands and the nature of the area, if an application was submitted to demolish the property and erect a new build there would be little justification to oppose.

As such, given the comments above, the amendments made to the extension overcome part of reason for refusal 1 on the previous application.

The second part of reason for refusal 1 related to the detached garage not harmonizing with the host property, partly due to the size and partly due to the materials. The garage has now been reduced to a triple garage and the annex accommodation within the roof space has been removed. The design of the garage now reflects elements of the host property and the materials would match, as such, the garage would sit comfortably when viewed against the host dwelling in accordance with the SPD.

The garage still sits forward of the host dwelling but is still set back from Pinfold Lane and would not be highly prominent. It is also set further away from Pinfold Lane than adjacent outbuildings which also fall within the applicant's ownership. The applicant also owns a number of vehicles which are currently parked immediately adjacent to Pinfold Lane, the garage would allow these vehicles to be moved away from the access and away from public vantage points.

As a result of the comments above, reason for refusal 1 on application 2021/0771 has now been fully addressed and visual amenity would be maintained to a reasonable degree, in accordance with Local Plan Policy D1 and SPD 'House Extensions and Other Domestic Alterations'.

Residential Amenity

The proposed extension and garage are set away from existing neighbouring properties, as such, although they are relatively sizable, they would not significantly increase overshadowing or be overbearing features, in accordance with Local Plan Policy GD1 and SPD 'House Extensions and other Domestic Alterations'. In addition, given the separation distances to neighbouring properties, there would not be a significant increase in overlooking or loss of privacy levels. The separation distances set out in the SPD are exceeded.

It should also be noted that the previous application was not refused with regards to concerns around residential amenity and the current extension is similar in size and layout and the garage has been significantly reduced.

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. Following the submission of additional information, Highways DM are now satisfied that highway safety would be maintained, subject to conditions.

Conclusion

Taking into account the relevant development plan policies and other material considerations, it is not considered that there are any significant and demonstrable adverse impacts that would outweigh the benefits associated with the granting of planning permission for the scheme. The proposal therefore complies with the development plan as a whole and the advice in the NPPF.

As such the scheme is considered to accord with policies and guidelines and is recommended for approval.

Recommendation

Approve – subject to conditions