

2022/0648

Mrs Brenda Davies

Moorland Lea, Royd Moor Road, Thurlstone, Barnsley, S36 7RD

Erection of detached garage and rendering of house

Site Description

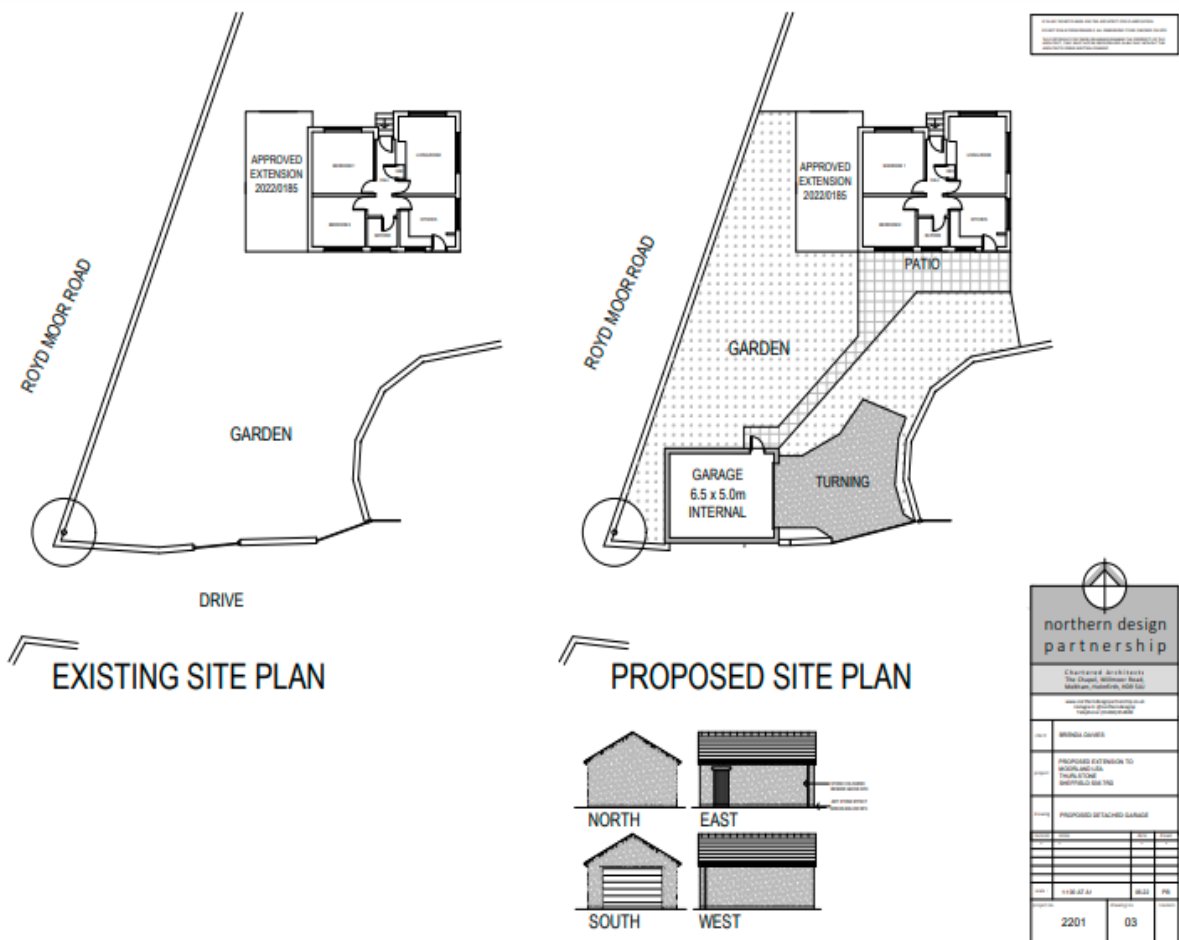
The dwelling is a single storey detached dwelling located in Thurlstone set to the side of Royd Moor Road. There is a garden area that encompasses the entire dwelling, and it is accessed from an access track off Royd Moor Road via the neighbouring dwelling Royd Moor House Farm.

Planning History

2022/0185 - Single storey side extension (Approved with conditions)

Proposed Development

The applicant is seeking approval for the erection of a detached garage and the rendering of the dwelling. The garage will have a length of 7.2 meters and a width of 5.6 meters. The garage will feature a pitched roof with a ridge height of 4.45 meters and an eaves height of 2.55 meters. The materials used will be stone coloured render which is also proposed for the rendering of the dwelling.



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 – Green Belt

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.

Policy GB1: Protection of Green Belt – In accordance with the NPPF, the erection of new buildings within the green belt will be classed as ‘inappropriate’ development with sites in the green belt being protected from such. Exceptions to this are:

- Buildings for agriculture and forestry;
- Provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries;
- The extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- The replacement of a building provided the new building is in the same use and not materially larger than the one it replaces;
- Limited infilling in villages, and limited affordable housing for local community needs; and
- Limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land).

All such buildings will still be considered in terms of their impact on the openness of the green belt and whether they cause other harm.

In accordance with the NPPF and as set out in GB1, the Council will not allow proposals for 'inappropriate' development in the Green Belt unless it can be shown that there are very special circumstances that justify setting aside local and national policy.

Policy GB2: Replacement, extension and alteration of existing buildings in the Green Belt –

Provided that it will not have a harmful impact on the appearance, or character and will preserve the openness of the Green Belt, we will allow the following development in the Green Belt:

- Replacement buildings where the new building is in the same use and is not materially larger than that which it replaces;
- Extension or alteration of a building where the total size of the proposed and previous extensions does not exceed the size of the original building;
- Dividing an existing house to form smaller units of accommodation.

All such development will be expected to:

- Be of a high standard of design and respect the character of the existing building and its surroundings, in its footprint, scale and massing, elevation design and materials; and
- Have no adverse effect on the amenity of local residents, the visual amenity of the area, or highway 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.

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.

Penistone Neighbourhood Plan

Objective 3 states the following:

Objective 3: To conserve the town's heritage, architecture, designated and nondesignated historic features and to help design new development so that it 'fits' with the existing vernacular and built form. Any new development should be located and designed in such a way as to cause the least disruption to the place as it currently exists.

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

Highways Development Control (DC) were consulted and raised no objections subject to conditions.

Penistone Town Council were consulted and raised no objections.

Representations

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

Assessment

Principle of Development

The site falls within Green Belt as such, extensions, roof alterations, outbuildings and other domestic alterations will be considered against the general principles from the SPD and the following criteria;

- The total size of the proposed and previous extension should not exceed the size of the original dwelling
- The original dwelling must form the dominant visual feature of the dwelling as extended

The proposed garage will remain subsidiary to the host dwelling and is of a scale and design which is appropriate to the host property. The original dwelling will still be dominant. Extensions and alterations 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.

Impact on the Green Belt

The starting point to assess extensions and alterations for sites within the Green Belt is identifying how the original dwelling stood in 1948, or whenever the house was built, whichever is later. In this case the dwelling was built post 1948, and it is only shown on the 1990 map. Therefore, it is deemed the dwelling was built between 1960 and 1990.

- Original dwelling (taken from 1990 map and compared with existing plans) = 72sqm
- Existing extension (approved under 2022/0185) = 32.77sqm
- Proposed garage = 39.18sqm

- Original dwelling + existing extension + proposed garage = 143.95sqm

As such, the proposed extension does not exceed the size of the original dwelling and is in compliance with Local Plan Policy GB2. It is however at the limit for doubling the size of the original dwelling and therefore permitted development rights will be removed.

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 will not match the existing dwelling with stone coloured rendered being proposed for both the garage and dwelling.

The use of render is not deemed harmful in this circumstance as due to the proposed colour it will not be too dissimilar to the existing dwelling of which the existing brickwork is not of high standard or replicated in the street scene. The street scene is dominated by farm buildings featuring a variety of materials associated with agricultural use and therefore the inclusion of render in the foreground of this will not be significantly detrimental to visual amenity.

The SPD states that *"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"*. The materials used are suitable for the use. The proposed garage is to be located to the northwest of the dwelling between it and the highway however it relates well to the site its access and the dwelling as proposed in term of design, detailing and construction materials. The garage would appear subservient to the host dwelling.

The ridge height is modest from the ground level and maintains a balanced building in terms of the ratio of eaves to ridge heights. In terms of the siting, it is acceptable in this position due to the layout of the plot as the locations within the curtilage not in between the dwelling and the highway is the side/rear garden space which could not feasibly accommodate the garage. It is not considered that the garage would have a significantly detrimental impact on the character of the street scene. The proposed development is therefore not considered to be contrary to Local Plan Policy D1: High Quality Design and Place Making and is considered acceptable in terms of visual amenity.

Residential Amenity

The SPD states that *"detached garages should be single storey structures and the eaves height should not normally exceed 2.5m from ground level"*, the eaves height is proposed to be 0.05 meters above the recommended height however this increase is not significant enough to be detrimental. The proposed garage will not have a significant detrimental impact on any neighbouring property by way of overshadowing, being overbearing or overlooking. The only property in the vicinity of the host dwelling is Royd Moor House Farm which is set to the south away from the area of the proposed garage. The proposal is considered to be in compliance with Local Plan Policy GD1: General Development and is acceptable in terms of residential amenity.

Highway Safety

There will be no impact upon highway safety.

Recommendation

Approve with conditions

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