
2022/1004

Mr M Thornhill

Erection of double garage extension to existing detached garage and new pitched roof above existing flat roof of the garage

Hudroyd House, Genn Lane, Ward Green, Barnsley, S70 6NW

Site Location & Description

The site is located at the corner of Genn Lane and Racecommon Road, where Genn Lane becomes Keresforth Hall Road and adjacent to Locke Park, a Grade II Registered Park and Garden.

The site is occupied by a large two-storey detached dwelling which is surrounded by mature gardens and bounded by a stone wall. the dwelling sits to the front of the site and at an elevated positions with the existing flat roof garage located to the side and rear of the dwelling, along the back edge of Racecommon Lane and close to the boundary with Hudroyd Cottages.



Site History

2008/0983 – Erection of a first-floor extension above existing side extension – Refused October 2008

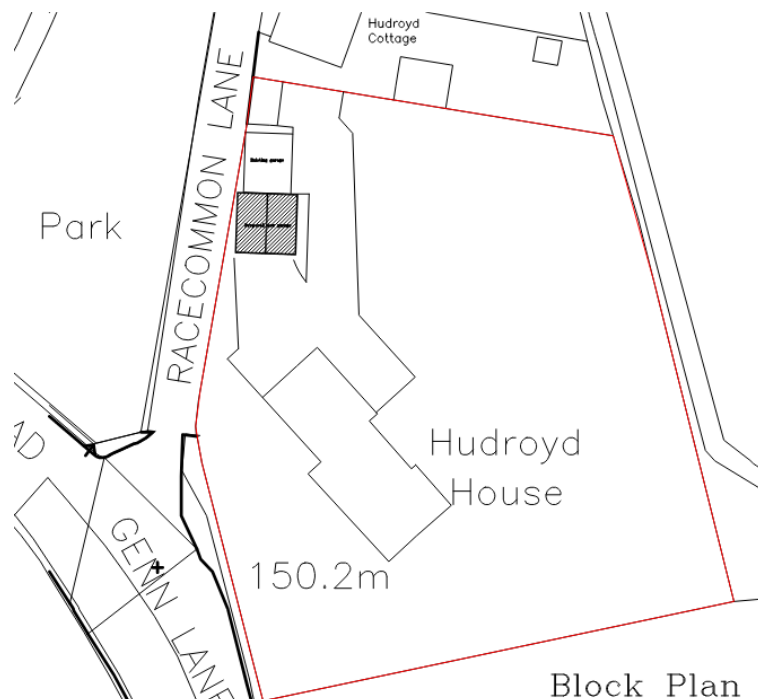
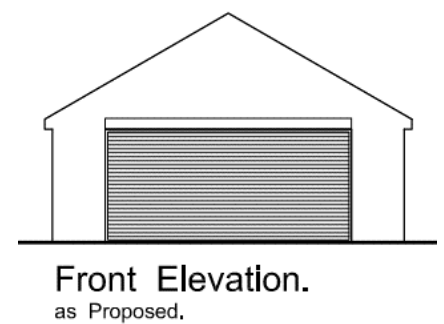
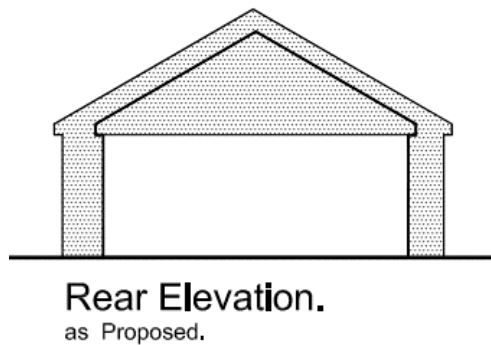
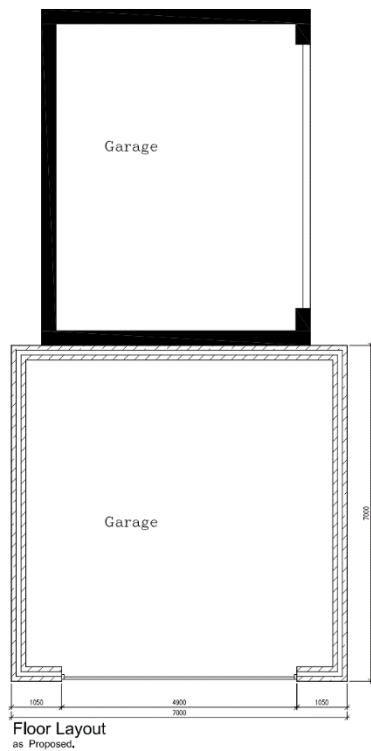
2009/0051 – Erection of a first-floor extension above existing side garage of dwelling (re-submission) – Approved February 2009

2009/0619 – Installation of dormer window to front of dwelling (amendments to previously approved planning consent 2009/0051) – Approved June 2009

2016/1547 – Erection of a detached garage and the installation of a pitched roof to the existing detached garage – approved February 2017

Proposed Development

The applicant seeks permission for the erection of double detached garage measuring 7m by 7m with a height of 2.3m to the eaves and 4.5m to the ridge and the installation of a pitched roof to the existing detached garage with a height of 4.1m to the ridge. This is an exact proposal to that approved in 2016.



Policy Context

Planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise, and the National Planning Policy Framework 2021 (NPPF) does not change the statutory status of the development plan as the starting point for decision making. The Local Plan was adopted by the Council in January 2019 along with a series of Supplementary Planning Documents.

The property is located within the rural Barnsley and is designated as Green Belt in the adopted Local Plan and therefore the relevant policies are relevant

Local Plan

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

Policy GB2 Replacement, extension, and alteration of existing buildings in the Green Belt
Policy D1 High Quality Design and Place Making
Policy GD1 General Development
Policy HE1 The Historic Environment
Policy HE2 Heritage Statements and general application procedures
Policy HE3 Developments affecting Historic Buildings
Policy T4 New Development and Transport Safety
Policy SD1 Presumption in favour of Sustainable Development

Supplementary Planning Document: House Extensions and Other Domestic Alterations

The Supplementary Planning Document (SPD) sets out the design principles that specifically apply to the consideration of planning applications for house extensions, roof alterations, outbuildings & other domestic alterations and indicates that these developments:

1. be of a scale and design which harmonises with the existing building
2. not adversely affect the amenity of neighbouring properties
3. maintain the character of the street scene and
4. not interfere with highway safety.

NPPF

The National Planning Policy Framework 2021 (NPPF) sets out the Government's planning policies for England and how these are expected to be applied.

At the heart is a presumption in favour of sustainable development. Development proposals that accord with the development plan should be approved unless material considerations indicate otherwise. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, unless the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies of the Framework taken as a whole.

Chapter 13 Protecting Green Belt Land

Paragraph 147 states that, inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

Paragraph 148 states that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. “Very special circumstances” will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

Paragraph 149 states that a Local Planning Authority should regard the construction of new buildings as inappropriate in the Green Belt however there are exceptions to this, which amongst others include:

- c) 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

Chapter 16 Conserving and enhancing the historic environment

Paragraph 189 states that heritage assets range from sites and buildings of local historic value to those of the highest significance. These assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance.

Paragraph 195 states that Local Planning Authorities should identify and assess the particular significance of any heritage assets that may be affected by a proposal (including development affecting the setting of a heritage asset) taking account of the available evidence and necessary expertise.

Paragraph 197 states that in determining applications, local planning authorities should take account of; the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality and the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 199 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be).

Paragraph 200 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting) should require clear and convincing justification.

Consultations

Conservation Officer – No objections subject to conditions.

Representations

Neighbour notification letters were sent to surrounding properties and a site notice posted adjacent to the site; no comments have been received.

Assessment

Principle of development

Extensions to residential properties are considered acceptable in principle where they do not have a detrimental impact on the amenity of surrounding residents, visual amenity and on highway safety and where they comply with other Local Plan policies.

The property lies within Green Belt where proposals to extend dwellings (domestic outbuildings within the curtilage of the dwelling will be treated as part of the dwelling or an extension to it) are

acceptable in principle provided that, the total size of the proposed and previous extensions does not exceed the size of the original dwelling and the original dwelling forms the dominant visual feature. In addition, the construction of the extension should be of a high standard of design and reflect the architecture of the building.

Extensions will only be allowed where they do not exceed 100% above the size of the original dwelling.

Floor Space Calculations

Original Dwelling

Ground Floor $7.7 \times 7.7 = 59.29\text{m}^2$

$5.8 \times 9.9 = 57.42\text{m}^2$

First Floor $2.3 \times 6.6 = 15.18\text{m}^2$

$7.6 \times 5.7 = 43.32\text{m}^2$

$5.8 \times 9.9 = 57.42\text{m}^2$

Total = 232.63 m²

Therefore, total floor area of existing and proposed extensions and outbuilding permitted
= 232.63m²

Approved and constructed extension = $(9.2 \times 8) \times 2 = 147.2\text{m}^2$

Existing garage = $5.7 \times 7 = 39.9\text{m}^2$

Total = 187.1m²

Proposed garage = $7 \times 7 = 49\text{m}^2$

Total = 236.1m²

Difference = $236.1 - 232.63$

= 3.47m² over

NB outbuildings which form part of the original building as built in 1948 are not taken as part of it when calculating original floor area.

Therefore, the proposal falls outside 100% and fails to comply with the initial element of GB2 and the guidance within the NPPF; however, the NPPF states that there should not be disproportionate additions over and above the size of the original dwelling and it is not considered that the 3.47m² is a 'disproportionate addition and therefore it is considered that the proposal will not have an impact on the openness of the Green Belt. Taking this into account and the proposed size of the detached garage it is considered acceptable against Local Plan Policy GB2 Replacement, extension, and alteration of existing buildings in the Green Belt.

Visual Amenity

As mentioned previously the existing garage is located adjacent to the Racecommon Lane boundary, with the proposed garage to be attached to the southern side elevation of the existing garage. Whilst the proposed garage would be located in a roadside setting, adjacent to Racecommon Lane, the existing wall will shield much of the impact of the proposal. In addition, the proposed garage would be set back from the main highway, Genn Lane by approximately 30m, with the trees within Locke Park providing some screening of the development from the north and the dwelling and the existing vegetation providing screening from the south.

It is acknowledged that the site is located within close proximity to Locke Park a Grade II Registered Park and Garden, however, following consultation with the Conservation Officer, no objections have been raised and they do not conclude that the proposal would harm the setting of the Registered Park and Garden. However, they do consider that as the roof of the garages would be visible that they should be covered in a stone slate or good quality artificial alternative as the

setting of the park would demand this as a minimum; this can be controlled by the inclusion of a condition.

Looking at the setting and given the existing roadside wall will shield much of the impact of the development I would not automatically conclude this would be harmful as a form in the setting of the RPG (Locke Park). the location of the garage is quite physically divorced from the host dwelling, so it not naturally (visually) associated. I would however focus on the roof that will be visible and its materials. Ideally this should be covered in a stone slate or good quality artificial as the setting of the park demands this as a minimum.

As detailed previously the proposed garage exceeds the 100% limitations by 3.47m², and it is regarded that the increase would not have a significant impact on the openness of the green belt, however it is considered that permitted development rights should be removed to further protect the Green Belt.

Supplementary Planning Document – House Extensions and other Domestic Alterations states that detached garages should be single storey structures and the eaves height should not exceed 2.5m from ground level. The garage is designed with an eaves level of 2.3m with the ridge increasing to 4.5m on the proposed garage and 4.1m on the existing garage. It is acknowledged the proposed garage is of a significant size, with the existing and proposed detached garages having a footprint of 88m², however, it is considered that, at 38% of the floor area of the main dwelling, it is subordinate to it. In addition, it is to be utilised for the storage of the applicants' racing cars and motorbikes and, its size, along with the proposed dwelling are proportionate to the 0.35ha plot in which they are located, with the floor area of the extended dwelling and garage falling within limitations of green belt policy, as addressed above.

Based on the above it is therefore considered that the erection of the proposed garage and the alterations to the existing garage are acceptable in terms of visual amenity and in compliance with Local Plan policies D1 – High Quality Design and Place Making, Policy HE3 – Developments affecting Historic Buildings and Policy GB2 Replacement, extension, and alteration of existing buildings in the Green Belt.

Residential Amenity

The closest residential property is located to the north of the proposed garage site; however, the proposed garage is separated by the existing garage and the driveways associated with the application site and the neighbouring property and any overshadowing would occur over this area rather than private amenity space. Therefore, the proposed garage would not reduce residential amenity to an unreasonable degree in terms of noise and disturbance, overshadowing, loss of privacy or overbearing impact.

Based on the above, it is therefore considered that the erection of the detached garage and the alterations to the existing garage are acceptable in terms of its impact on surrounding residents and in compliance with Local Plan Policy GD1

Highway safety

The garage utilises an existing vehicular access and the proposal does not result in the loss of off-street parking nor a requirement for additional provision, nevertheless the scheme provides sufficient off-street parking for a dwelling of this size and sufficient space to turn within the site to allow entry and exit in a forward gear and as such it is considered acceptable in terms of its impact on highway safety.

Conclusion

Based on the assessment above it is considered that the proposed development would not have a significant adverse impact on the amenity of neighbouring residents by means of overshadowing, overlooking or loss of outlook, nor would it have a detrimental impact on the character of the street scene, the non-designated assets or upon highway safety and as such is in compliance with Local Plan Policies GD1, D1, HE3 and T4 and is acceptable.

Recommendation

Approve with conditions