

2022/0061

Mr Mick Batty

Rockside, Cliff Road, Darfield, Barnsley, S73 9HR

Erection of detached garage and associated works

Site Description

The dwelling is a detached dwelling located in Darfield. Cliff Road is predominantly residential and features a mix of stone-built properties. The dwellings curtilage to the front is intercepted by an access road leading to two properties further south on Cliff Road.

Planning History

B/76/2969/DA - Tipping of soil to road level (Historic)

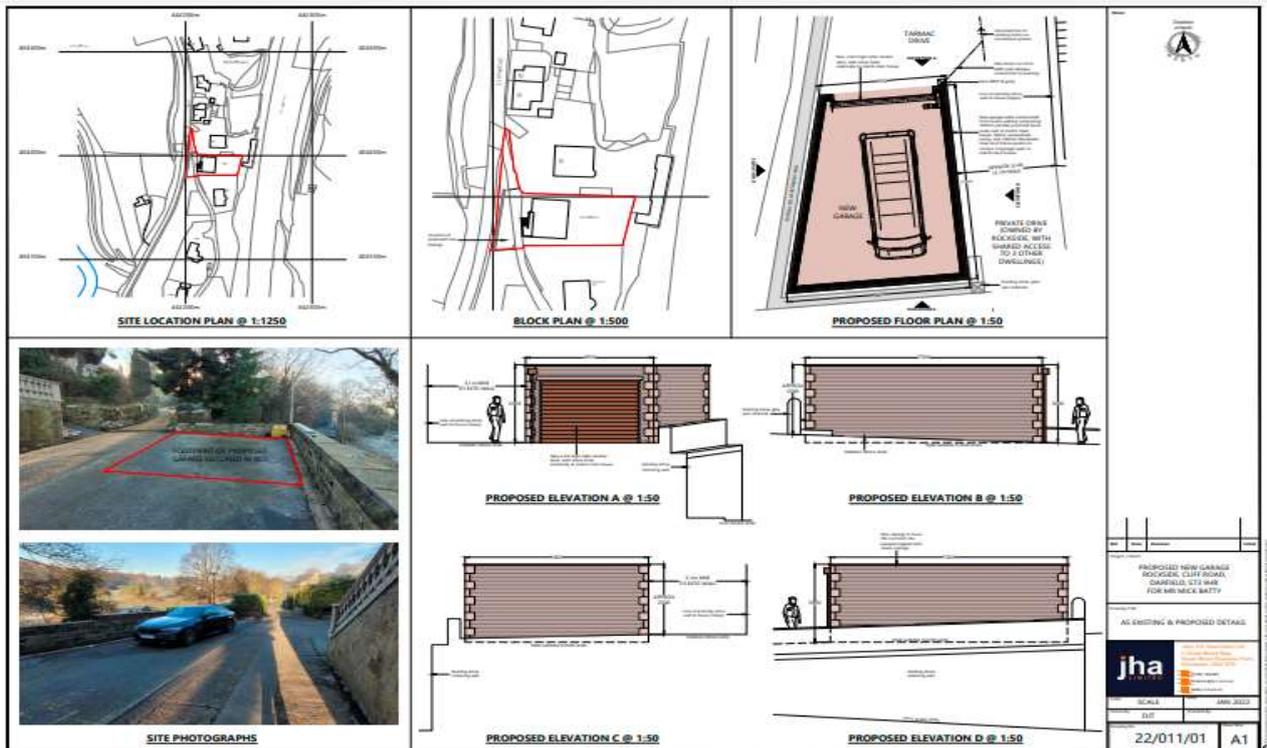
2006/2033 - Erection of detached garage & side & rear 2 storey extension to dwelling (Withdrawn)

2007/0971 - Erection of an additional floor to dwelling and a 2 storey extension to side and rear of dwelling (Resubmission) (Refuse)

2007/1763 - Erection of a 2 storey side and rear extension to dwelling (Approve with Conditions)

Proposed Development

The applicant is seeking approval for the erection of a detached garage. The garage will be located to the west of the site. The garage has a length of 7.5 meters and a width of 5.8 meters at the furthest point. The garage will feature a flat roof with a total height of 3 meters. The materials used will be matching stonework.



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 T4: New Development and Highway Improvement – New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement.

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.

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”*.

Section 13: Protecting Green Belt Land - local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are:

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;

Consultations

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

Darfield Ward Councillors were consulted, and one comment was received in relation to the colour of the proposed garage door.

Yorkshire Water were consulted and provided no response.

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 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 and Visual Amenity

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 1960 map and the 1990 map. There are inaccuracies with these maps however as the 1960 map shows a building in the same position as the existing dwelling however it is not coloured as a dwelling on the map.

The 1990 map again shows a building in the same position and size as on the 1960 map but with less clarity. As there is no planning history for the dwelling besides extensions the below measurements are therefore taken from the 1960 map as the size of the building is clear and accurate. Due to the uncertainty and none of the approved planning history being for a being for a first-floor extension it is assumed the dwelling has always been two-storey and therefore the floorspace is doubled.

- Original dwelling = 176.4sqm
- Dwelling as extended = 329sqm
- Proposed garage = 36.14sqm
- Dwelling as extended + proposed garage = 365.14sqm

As shown in the calculations the addition of the garage would take the size of the dwelling with the inclusion of extensions and outbuildings to greater than that of double the size of the original dwelling. However due to uncertainty with the mapping and planning history as well as the exceeded amount only being 12.34sqm is it not deemed reasonable to refuse the granting of planning permission solely for this reason, but it does indicate that there have been significant extensions to the dwelling and, this proposed garage, has a further impact on the openness and character of the Green Belt especially given its prominent position.

Extensions to dwellings within the Green Belt should be considered against policy GB2 of the Local Plan, which states that all 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.' The proposal does not comply with this policy. This is due to the visual impact of the proposal especially when viewed in a southerly direction from Cliff Road. The garage is proposed to be located adjacent Cliff Road with the host dwelling's curtilage being intercepted by an offshoot of Cliff Road that serves the three dwellings to the south. When traveling north the garage will be partially screened by the existing retaining wall, however in a southerly direction the garage will be viewed as an incongruous and anomalous feature not in keeping with the street scene and therefore being a detriment to the visual amenities of Cliff Road and impacting upon the openness of the Green Belt.

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*". In this case the dwelling is sited between the host dwelling and the road which considering that the dwelling is located in the Green Belt exacerbates the impact of it being set forward of the host dwelling. Additionally, the garage is proposed to feature a flat roof which is not a supported roof type due to flat roofs being an inferior form of construction. Furthermore, it is noted that a different roof type that would increase the harmony with the host dwelling would still not negate the visual impact caused by the proposed garage.

Highway Safety

The information provided by the applicant would in no way be considered sufficient to confirm that the proposed garage can be constructed without potentially damaging the retaining wall adjacent the proposed location of the garage nor that the retaining wall is able to accommodate the increased loadings of the proposed garage. Despite this, taking into consideration the views of Highways DC and the Structures team, it is not deemed significant enough to refuse the granting of planning permission for this reason.

Residential Amenity

The proposed garage would not have a significant detrimental impact on any neighbouring property by way of overshadowing or being overbearing. The garage is proposed to be located approximately 20 meters away from the nearest neighbouring dwelling that being Ferns, Cliff Road.

Recommendation

Refuse