

**2022/0895**

Stuart & Fay Barker

Part conversion of store room into a garden room

The Mistal, Schole Hill Lane, Penistone, Sheffield, S36 9AW

**Planning History**

88/1530 - Conversion of farm outbuilding into one dwelling – Approved with conditions – Permitted Development Rights removed

**Site Description**

The property is a former converted stone built barn set off Schole Hill Lane, Penistone. The property is set within a former farm complex which consists of converted barns and the original farmhouse known as Schole Hill Farm. The property is two storeys in part, with rooms within the roofspace and has the benefit of an attached garage/store. The front of the property faces into the courtyard and the rear faces onto open agricultural fields.

The property is set within the Green Belt as allocated within the Local Plan.

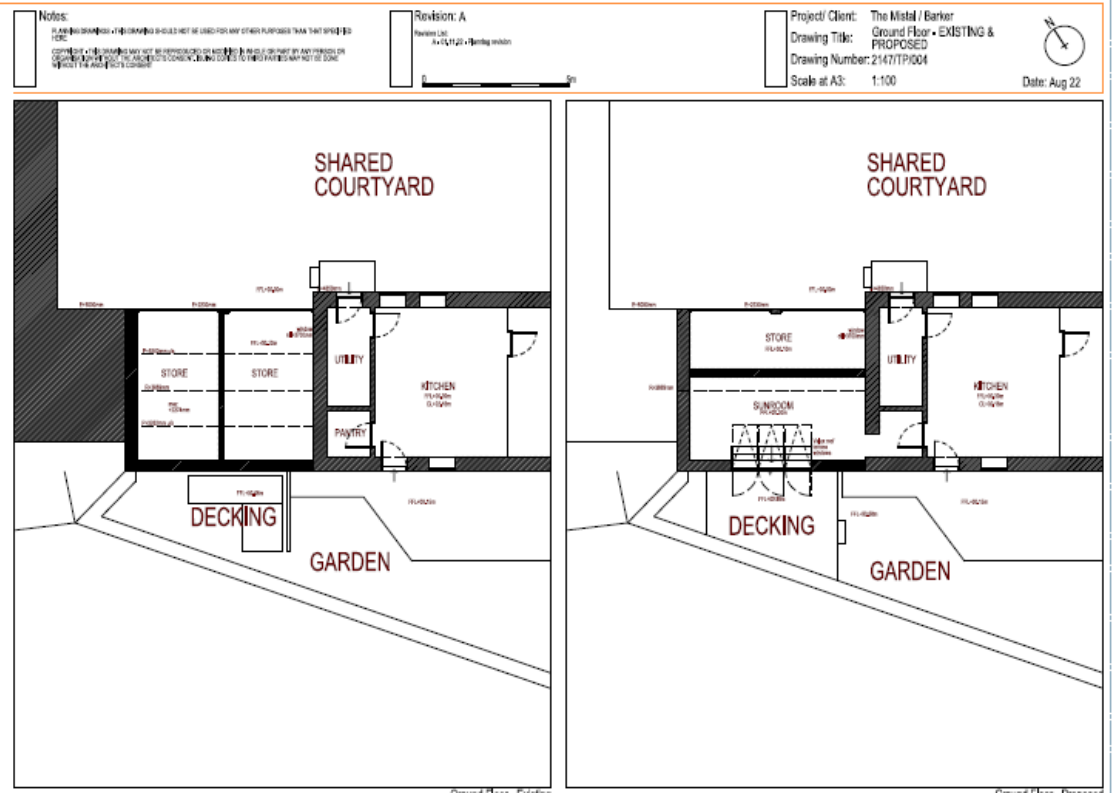




### **Proposed Development**

The proposal involves the conversion of part of the garage/store into a sun room. The plans originally proposed a small rear extension, however this has now been removed in response to concerns raised by the Conservation Officer.

The plans show velux terrace style windows to the rear to allow for access to the rear garden. Part of the store will remain to the front, therefore the front elevation will remain unchanged.



**Policy Context**

NPPF

The National Planning Policy Framework 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 Where the development plan is absent, silent or relevant policies are out-of-date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole; or

where specific policies in the Framework indicate development should be restricted or unless material considerations indicate otherwise.

### Local Plan

The site is allocated as Green Belt within the adopted Local Plan.

To the extent that development plan policies are material to an application for planning permission the decision on the application must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004).

The Local Plan was adopted by the Council in January 2019 and the Council has also adopted a series of Supplementary Planning Documents which are other material considerations. The National Planning Policy Framework represents up-to-date government planning policy and is a material consideration that must be taken into account where it is relevant to a planning application.

The site is allocated as Green Belt within the adopted Local Plan and the following Local plan policies are of relevance

Policy GD1 General Development

Policy GB1 Green Belt

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

### Supplementary Planning Document

House Extensions

Barn Conversions

### Penistone Neighbourhood Development Plan

BE1: Design of the built environment

### **Neighbours**

Neighbour notification letters were sent to surrounding properties. No comments have been received.

### **Consultations**

Penistone Town Council – No comments received

Conservation Officer – Suggested Amendments

### **Assessment**

#### Principle of development

As the property is set within the Green Belt policy GB2 of the Local Plan would apply.

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

*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.*

There are no extensions now proposed therefore the floor area of the dwelling will not increase. Policy GB2 also states that 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. These aspects have been assessed below.

### Residential amenity

The SPD House Extensions states that: 'Extensions should be designed so that they do not result in significant overlooking of habitable room windows to nearby houses or private gardens. Privacy problems might be overcome by using a combination of obscure glazing, high level windows, screen fencing or rooflights, but are better avoided altogether.'

'As a general guide, windows to habitable rooms on an extended property should not be less than 21 metres from any other properties with habitable room windows, to ensure reasonable privacy to you and your neighbours.'

The sunroom is set to the rear of the property where it would overlook agricultural land. There are no properties directly to the rear of the dwelling, therefore there would not be any significant impact upon the residential amenity of adjacent dwellings.

### Visual Amenity

The property is a former barn and set within the Green Belt as allocated within the Local Plan Proposals Map. The Barn Conversions SPD is therefore of relevance and states that:-

'Extensions (when required) should normally be located on the short or gabled elevation of the barn, typically incorporating a single pitch or 'lean to roof' avoiding deviations from a single rectangular plan. Where proposals include any extension on the longer elevation, clear and convincing justification for this departure must be provided. This should include robust design rationale and evidence of locally occurring historic precedents (such as side aisled barns) that show the proposal reflects and enhances the locality and the building.'

The Conservation Officer initially raised concerns with regard to the design of the proposal as the extension it was set on the long elevation of the barn and appeared contrary to the barn conversion SPD in terms of its form, appearance, details and materials. The proposal did not maintain the overall historic appearance of the barn converted under 88/1530, which was conditioned to maintain the traditional character and appearance. The agent has now submitted amended plans which removes the small projection and now consist of the conversion of part of the existing store, with an improved design including velux terrace style windows to allow for access to the rear garden.

Due to the lower internal ground level and insufficient head clearance it would not be possible to install traditional doors and rooflights, however the Conservation Officer has considered the amendments and states that 'the overall appearance (when closed) is more in line with the SPD and retains the traditional and simple form of the barn.' The agent has agreed that the frames would be in black as shown on the submitted amended plan. The amended proposal is sensitively designed and would feature high quality materials and is now acceptable in terms of design and is in compliance with the barn Conversion SPD.

In terms of impact upon the openness of the Green Belt, the proposals are located within the confines of the curtilage of the dwelling and would not significantly harm the openness or

visual amenity of the Green Belt in this location in accordance with policy D1 and GB2 of the Local Plan and policy BE1 of the Neighbourhood Plan.

#### Highway Safety

The proposal involves the part conversion of the garage/store room into a sun room. There is adequate parking in front of the dwelling to allow for the parking and turning of 2 vehicles, therefore the loss of this garage/store is considered to be acceptable. The proposal is therefore considered to be acceptable in terms of highway safety.

#### **Recommendation**

**Approve** with conditions