

DELEGATED DECISION REPORT

SMD/2021/0268
Valid 12/04/2021

AVEMONT WILLFIELD
LANE
BROWN EDGE

PROPOSED CONVERSION OF
EXISTING GARAGE TO FORM
ANNEX

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Impact on Green Belt
- Design and visual impact
- Neighbouring amenity
- Highway safety

DESCRIPTION OF SITE

The application site comprises of a large detached dwelling together with a two storey double garage and a large rear garden amenity that adjoins open fields. The private parking area to the front of the property can accommodate at least 2 cars onsite with additional parking to the side and rear of the property to the side of the detached garage. It sits to the south of Willfield Lane on the south fringes of Brown Edge within designated Green Belt land. The property can be accessed directly from Willfield Lane.

The site sits within a cluster of large detached dwellings of varying character and appearance. The adjacent neighbour, known as The Gables is setback from the application site and sits on a lower gradient.

The dwelling itself is characterised by a half-hipped roof with three front dormer windows insets together with a front gable porch. To the rear, the dwelling features two large gables that sits on a stone patio elevated from the landscaped garden that slopes down towards Ball Lane. The smaller of the two projecting gables located to the east elevation extends out 1.7m from the other. There are hedges and scrubs that borders between the adjacent property and, post and wire that abuts the open fields.

Both the detached garage and main dwelling are finished with crushed gravel render to brickwork. The roof is made up of tiles red and brown clay tiles whilst fenestration is finished in a white UPVC.

PROPOSAL

The applicant seeks to convert the detached double garage into an annex which will accommodate a living room, lobby, w/c and kitchen area on the ground floor and, a bedroom/ ensuite and store on the first floor. The alterations proposed include the blocking of one garage door and replacing the other garage door with a door and small window. To either side of the garage, there will be minor fenestration

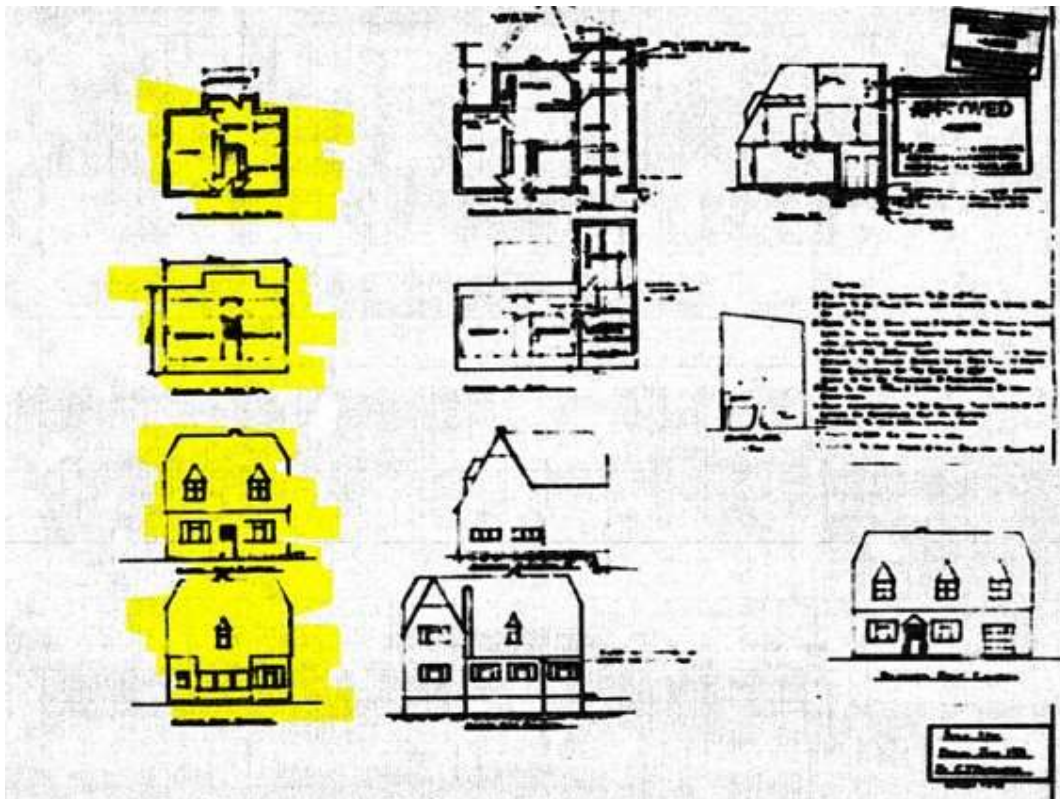
alterations in keeping with the internal changes. Two rooflights are proposed to the south east elevation which faces the rear garden.

A block plan was submitted as part of this planning application showing the footing of a replacement detached garage behind the existing garage to be converted. It is noted as garage is to be 'built under permitted development rights.' Whilst an elevation plan of this replacement garage was provided, this will not be considered in the assessment as it has not been referred to in the description of proposed works in the application form.

AMENDMENTS

The scheme originally submitted with the application involved a single storey rear extension that would extend beyond one of the projecting gables currently serving the utility room on the ground floor by an additional 2.4m.

The application site is located in the Green Belt and therefore, the proposal needs to be considered under Section 13, paragraph 145 criterion C in the NPPF which states that the extension or alteration of a building does not result in disproportionate additions over and above the size of the original building. The original dwelling was considered against a previous plan approved under SMD/1978/1222 as shown below:



The agent provided cumulative volume calculations of both the original dwelling and the existing dwelling together with proposed extension; the cumulative volume of the existing dwelling and proposed extension would increase the original dwelling by 78%. From this, it was considered that the existing dwelling has met its full capacity and any additional works would be disproportionate to the original dwelling. The

agent later confirmed that the applicant does not wish to pursue this element of the application.

This element of the application has since been omitted from the proposal following potential conflict with policy SS2 and Section 13, paragraph 145 criterion C in the NPPF.

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

Staffordshire Moorlands Local Plan (Adopted Sept 2020)

SS2 Settlement Hierarchy
SS10 Other rural areas
DC1 Design Considerations
T1 Development and Sustainable Transport

National Planning Policy Framework

Section 13: Protecting Green belt land

SITE HISTORY

SMD/1978/1222	Extension to form larger lounge, kitchen, bedroom and bathroom	Approved
SMD/1986/0084	Internal alterations and erection of double garage	Approved
SMD/1990/0409	First floor extension to form bedroom	Approved 20/12/1990

CONSULTATIONS

Publicity

Site Notice expiry date: 02/06/21
Neighbour consultation period ends: 03/05/21
Press Advert: N/A

Public Comments	No neighbour representations
Brown Edge Parish Comments	No objection
Staffordshire County Council Highways	No objection
Severn Trent Water	No objection subject to informatives

OFFICER COMMENTS

Impact to the Green Belt

The proposed development is located within the curtilage of the residential dwelling. It is however also situated outside of the development boundary within designated Green Belt land.

Under Section 13 of the NPPF paragraph 145 criterion g, it states that all development is considered inappropriate within the Green Belt unless it falls within certain appropriate exceptions such as the extensions and alterations of a building are acceptable provided that it does not result in disproportionate additions over and above the size of the original building.

Policy SS2 of the Local Plan states that the location and scale of development must comply with the settlement hierarchy to ensure that the most sustainable locations are considered ahead of those further down the hierarchy and states that new development in Green Belt locations as noted under 'Other Rural Areas' will be resisted, unless if permitted by national policy on Green Belts.

Policy SS10 Other rural Areas Strategy further adds to the criteria on what is allowed within these areas by means of its essential need to be located in the countryside, support for rural diversification and sustainability of the rural areas or which promotes sustainable tourism or enhances the countryside.

It is considered that the conversion of the garage into a large annex would meet the criteria set out under Paragraph 145 in the NPPF as the proposal would involve the re-use of an existing building and would not result in disproportionate additions over and above the size of the original building .

As such the principle of development is considered to be acceptable subject to the application demonstrating a compliance with paragraph 89 of the NPPF and all other relevant local development policies and supplementary planning guidance relating to Design, Amenity, and Highway Safety.

Purpose of development

The purpose of the garage conversion is to provide additional living space to the existing bungalow within the parameters of the residential curtilage; this is considered a sustainable form of development. A condition will be added to ensure that the annex is ancillary with the existing bungalow to ensure appropriate use of the development.

The proposal is in accordance with the Local Plan and National Planning Policy Framework.

Impact to the character and appearance of the dwelling

Policy DC1 of the adopted Local Plan states that all development shall be well designed and reinforce local distinctiveness by positively contributing to and complementing the special character and heritage of the area.

According to the Sustainable Design & Construction SPD, the siting, size and design of an extension must not dominate the existing building, and should be sympathetic with and appear subservient to the original dwelling.

When considering the wider visual impact, the application site sits within the open countryside amongst dwellings of varying size, age, shape and materials; the proposal will not introduce any incongruous features either in terms of its shape or proposed materials but rather constitutes minimal material change to an already large building. The alterations to make the garage liveable are considered modest as it seeks to utilise the existing space that the garage currently offers in a sympathetic way.

On this basis, it is considered that the design and appearance of the proposed structures will act sympathetic in its placement and not detract from the visual amenity of the immediate or wider surroundings. The proposal accord with the relevant part of policy DC1.

Impact to Neighbouring Amenity

Policy DC1 of the adopted core strategy requires new development should be designed to protect the amenity of the area, including residential amenity, in terms of satisfactory daylight, sunlight, outlook, and privacy.

The converted garage is located to the front of the host dwelling and sits adjacent open fields. The side elevation fronts the roadside and will remain unchanged and as such, the neighbouring properties known as Springfields and Verdala will not be affected. The nearest property to the south western boundary known as The Gables will also be unaffected as direct views from this proposed annex will be blocked by the host dwelling together. In addition, there is a separation distance of at approx.18m from the annex to the neighbouring property to warrant any issues with overlooking.

Based on the above, it is considered that the application satisfies policy DC1 of the local plan.

Impact on parking and highway safety

Policy T1 states that planning permission will only be granted for development which incorporates satisfactory parking facilities.

The proposal will reduce the parking provisions by 2 parking spaces as a result of the garage conversion. A replacement garage has been proposed under permitted development on existing hard standing to the side and rear of the dwelling.

County Council Highways were consulted on the matter of highway safety. Notwithstanding the proposed garage that could be done under permitted development, there is ample parking for two vehicles to the front elevation and additional parking spaces to the side and rear of the property for 2 additional vehicles. There is cumulatively 4 parking spaces available on site thus, meets the Staffordshire Moorlands Parking Standards which states properties of 4 or more bedrooms require 3 spaces (2.4 x 4.8m each space) for residents and visitors. The Highway officer has raised no objection on this basis.

The proposal will not have a detrimental impact on the adopted highway and therefore, complies with Policy T1 in the Local Plan.

Other matters

The Parish Council of Brown Edge considered this planning application at a meeting of the council on Wednesday 5th May 2021. The Council resolved that there was no objection to this application.

Severn Trent Waters were consulted. They have raised no objections to the proposal subject to an informative requiring the applicant to contact Severn Trent Waters to discuss the implications of their assets crossing the application site following any decision made.

CONCLUSION

The proposal would be appropriate within the Green Belt and would not adversely affect the amenities of the neighbouring properties. Accordingly, the application is to be considered to be in accordance with the NPPF and the Local Plan. It is therefore recommended for approval subject to conditions.

OFFICER RECOMMENDATION : Approval

Case Officer: Lisa Li

Recommendation Date: 03/06/21

X *B.J. Haywood*

Signed by: Ben Haywood

On behalf of Staffordshire Moorlands District Council