

Proposed Small Timber Framed Garage Extension

**The Croft
New Lane
Nettleton Hill
Golcar
Huddersfield
HD7 4NY**

Supporting Information

February 2016

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THE CROFT, NETTLETON HILL PROPOSED SMALL TIMBER FRAMED GARAGE EXTENSION

Statement of Support/Justification, Materials, Design and Siting

The application relates to proposed works at:

The Croft
New Lane
Nettleton Hill
Golcar
Huddersfield
HD7 4NY

Proposed by Mr Andrew France and Mrs Kate France – the owners and applicants.

Drawings submitted with this application are:

001 Rev 1 – As Existing Elevations (1:100) and Existing Site Plan (1:1250)
002 Rev 2 – As Proposed Elevations (1:100 and Existing Site Plan (1:1250)
003 Rev 2 – As Proposed Floor Plans (1:100) and Existing Site Plan (1:1250)

The existing site plan indicates the blue line boundary of land in ownership of The Croft and the red line indicates the proposed location of the small timber framed garage.

Background, Context and Justification

The Croft is situated at Nettleton Hill, located off New Lane.

An Application for Planning was approved in April 2006 (Application Number: 2006/91374) to convert an existing outbuilding into a single dwelling.

The rationale and primary requirement for this conversion was to create a level access property that would allow my parents to relocate from the adjacent New Lane Farm, in their older age, and to remain close to, and be looked after by myself and my wife in their aging years.

My Mother was born at New Lane Farm, living here from birth to moving out at 19 after marriage in 1964 and returning in 1977, following the death of my Grandfather, to look after my Grandmother in her elderly years – a total period of 61 years to date, with my Father living at New Lane Farm for over 39 years to date.

I have also lived at New Lane Farm for over 39 years, and with my wife together for over 15 years.

My parents, Selwyn and Margaret France, are now 76 and 74 respectively and have for a number of years suffered from deteriorating health. My father has suffered from Sciatica for a number of years and this continues to worsen, restricting movement and stability, and my mother has suspected Polymyalgia Rheumatica, a condition which creates extensive pain and stiffness across the body, limiting movement and causing associated symptoms such as fatigue, weakness and exhaustion. This is also combined with ongoing reoccurring Tracheitis, resulting in significant bed ridden periods of time.

It is for this reason that they have now decided to move into The Croft and benefit from a smaller house with level access and the facilities and provisions that are appropriate for elderly people with mobility and stability issues.

When I designed and built the Croft, these factors were pre planned into its layout and its organisation, with wide internal and external doors and a large wet room/bathroom, with grab rails along with a clear and simple low kitchen and dining area, in anticipation for this move.

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Since 2006, the circumstances of myself and my wife has also changed quite significantly, now having 3 small children, aged 8, 5 and 1, who are, living so close together, able to spend a significant amount of time with their Grandparents.

It is the intention that my parents will live at The Croft for as long as practicable and ideally for the remainder of their lives.

The ability to remain independent and vehicularly mobile is essential for the elderly and both my parents are still able to drive, albeit, an automatic car.

Roger Ramsden, chief executive of Saga Services, recently said '*Motoring plays a vital role in keeping people over 50 mobile, independent and engaged in social activities and therefore saving the Government significantly in care and health costs*'.

The main reason for the need to build a garage onto The Croft is predominantly due to the extremes of weather conditions which Nettleton Hill suffers from.

Throughout the year, Nettleton Hill suffers from above average wind speeds and extremes of weather conditions and in the spring, autumn and winter months is one of the windiest (and wettest) places within Kirklees.

This makes movement outside difficult at the best of times and particularly creates issues when getting into, or out of, a vehicle. This is made significantly worse for anyone suffering from stability or mobility issues.

The Croft is positioned in a very exposed location and catches more of the wind and wider weather issues than most properties at Nettleton Hill and it can be very difficult to open a car door, hold it and get out whilst battling high winds and rain, even as an able bodied person.

Since 2012 (to end of March 2015), we have hosted a guest at The Croft who is paralysed from the waist down and is wheelchair bound following an accident and who has benefitted significantly from the level access facilities and nature and setting of The Croft as part of his rehabilitation process. He has however, found significant problems with the wind and weather issues and being able to get into, and out of his car unassisted in these frequent circumstances.

The ability to drive into a small garage, close a door automatically and shut out the weather conditions, and then get out of a car unaffected by the wind and weather is the only reason for wanting to build a small garage extension onto The Croft – **the life benefits this will bring to my Parents in their remaining years will be immeasurable.**

Pre Application Discussions, Design and Planning Policy

Discussion regarding the proposal to construct a small timber framed garage attached to The Croft has been held with Ms Laura Yeadon of Kirklees Planning Department in email communication in December 2015 and January 2016.

It is accepted by the Applicants that the original planning approval for The Croft removed future Permitted Development rights within Condition 8:

(8) notwithstanding the provisions of the town and country planning (general permitted development) order 1995 no buildings, structures or erection of any kind (including walls, fences, hedges, trees, shrubs or drainage works) shall be constructed or planted within the red line boundary on the approved plan without prior written approval of the local planning authority.

As such, any future development, such as this application, would require Planning Approval and as such would be assessed against national and local planning policies in the normal way.

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The original planning approval referenced UDP policy D8 (which no longer exists) and D12A, with extensions to buildings also considered in UDP policy D11.

As the proposed small timber framed garage is outside the red line boundary as defined by the 2006 Planning Approval, the applicant also accepts that the development as proposed is in the Green Belt and as such the NPPF states in paragraph 89 that '*LPA's should regard the construction of new buildings as inappropriate in Green Belt*', however with various exceptions provided, one of which being '*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*'.

In designing the timber framed garage, care has been taken to make this as physically small as is possible to achieve the desired functionality. The proposed internal length and width is smaller than the minimum standard recommended in New Metric Handbook and just comfortably fits the current vehicle my parents own.

Cognisance in relation to the design and scale of the garage has also be paid to the principles of what would be Permitted Development if the Garage was sited within the red line curtilage of The Croft, namely:

- *No outbuilding on land forward of a wall forming the principal elevation.*
- *Outbuildings and garages to be single storey with maximum eaves height of 2.5 metres and maximum overall height of four metres with a dual pitched roof or three metres for any other roof.*

The garage is to be constructed in a Timber frame with a timber flat roof structure.

External timber cladding is to take the form of a rain-screen system in vertical 'saw-tooth' boarding, formed by 150mm wide rear boards, with a 75mm board over the abutting joints. The preference is for the timber boarding to be left untreated and allowed to age. It is considered this ageing will help mitigate any visual impact of the proposal and match well with existing timber colouring on The Croft.

A formalised timber fascia and soffit overhang is proposed at eaves line to give roof edge definition.

The roof covering would be a dark mineralized felt.

It is contended that the proposal for a small timber framed garage extension to The Croft are not at all disproportionate to the original Croft building, will not harm the openness and visual amenity of the Green Belt, and as such should be accepted in principle by the LPA.

It is also contended that there are Very Special Circumstances (VSC) to justify the need for a Garage and that these have been set out above in relation to my parents moving into The Croft, their deteriorating Health and their desire to remain within the family unit and be looked after in their aging years by Family in a life-long familiar setting. This being the overall original reason for creating The Croft.

Due to the principle reasons, set out above, for the need to build a Garage on to The Croft, the Applicants would be willing to accept a Condition which would require the removal of the Garage following the death of the last of his Parents.

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Photographs



General view of The Croft



General view of The Croft

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View from New Lane/Nettleton Hill Junction



View from New Lane