

PLANNING COMMITTEE – 7 AUGUST 2018

Application No:	18/01006/FUL	
Proposal:	Demolition of existing single storey outbuilding to rear corner and erection of single storey extension at rear corner to house lounge/ diner and Shower Room. Installation of dropped kerb to front.	
Location:	7 Allenby Road, Southwell, Nottinghamshire, NG25 0NL	
Applicant:	Newark And Sherwood District Council - Chief Executive/Newark and Sherwood Homes	
Registered:	24.05.2018	Target Date: 19.07.2018

This application is being referred to the Planning Committee for determination as NSDC are the owners of the property.

The Site

The application site comprises a semi-detached two-storey dwelling situated within a row of dwellings of a similar character and scale. The dwelling has an existing single storey extension to the north-west corner of the dwelling on the rear elevation which faces west.

The site is bounded mostly by a c1.8 m high close boarded palisade fence to the north, west and south boundaries.

Dwellings lie to the north and south of these boundaries; the dwelling directly to the south is the adjoining semi-detached dwelling. The highway is to the east whilst to the north of the side elevation of the dwelling is a small side garden which is fenced by c1.2 m high fencing and a gate which leads to the rear garden.

Relevant Planning History

No relevant planning history.

The Proposal

The application seeks permission for the demolition of an existing single storey extension (1.8m wide, 3.1 m deep, 2.8 m ridge, 2.1 m eaves) and the replacement with a dual pitched single storey extension of larger proportions. The extension is proposed on the north-western corner of the rear elevation and would measure approx. 5.17 m wide, 5.96 m deep, would have a ridge height of 3.5 m and an eaves height of 2.5 m. The extension would project approx. 0.7 m further north than the existing side elevation which would be visible from the highway.

With regards to the fenestration, two windows are proposed in the north facing side elevation. One set of patio doors is proposed in the west facing rear elevation and one door is proposed in the south facing side elevation.

The extension is proposed to be constructed in Forterra metric sized Dark Multi Smooth 65mm facing brick and Marley Eternit Thrutone Fibre Cement Slates Blue/ Black roof tiles to match the existing dwelling and uPVC windows and doors.

The proposal also includes the installation of a dropped kerb on to a C classified road. The dropped kerb would serve the existing access point on to the driveway which is currently gravelled. The access point is on the north-easternmost corner of the site. Proposed dropped kerb crossing to the existing footpath is to be constructed comprising 4 no. dropped kerbs and 2 no. taper kerbs and the reshaping of the existing footpath in black tarmac.

Departure/Public Advertisement Procedure

Occupiers of six neighbouring properties have been individually notified by letter with an overall consultation expiry date of 19 June 2018.

Planning Policy Framework

The Development Plan

Southwell Neighbourhood Plan (made 11 October 2016)

Policy SD1 - Delivering Sustainable Development

Policy DH1 – Sense of Place

Southwell Design Guide

Newark and Sherwood Core Strategy DPD (adopted March 2011)

Core Policy 9: Sustainable Design

Spatial Policy 7: Sustainable Transport

Allocations & Development Management DPD(adopted July 2013)

Policy DM5: Design

Policy DM6: Householder Development

Other Material Planning Considerations

- National Planning Policy Framework July 2018
- Planning Practice Guidance 2018
- Householder Development SPD 2014

Consultations

Southwell Town Council – ‘Southwell Town Council considered application 18/01006/FUL 7 Allenby Road and agreed unanimously to no objection to this application.’

NCC Highways – “This proposal includes the construction of a vehicular crossing onto Allenby Road. There are no highway objections subject to the following:

No part of the development hereby permitted shall be brought into use until a dropped vehicular footway crossing is available for use and constructed in accordance with the highway authority’s specification. Reason: In the interests of highway safety.

No part of the development hereby permitted shall be brought into use until the driveway/parking area is surfaced in a hard bound material (not loose gravel) for a minimum distance of 5m behind the highway boundary. The surfaced drive/parking area shall then be maintained in such hard bound material for the life of the development. Reason: To reduce the possibility of deleterious material being deposited on the public highway (loose stones etc.)

Note to applicant

The proposal makes it necessary to construct a vehicular crossing over a footway of the public highway. These works shall be constructed to the satisfaction of the Highway Authority. You are, therefore, required to contact VIA, in partnership with NCC, tel: 0300 500 8080 to arrange for these works to be carried out.”

NCC Flood Risk - No objections.

The Environment Agency - If this site falls in Flood Zone 3 then the LPA should apply FRSA. If it does not then I have no comments to offer.

Trent Valley Internal Drainage Board – The site is outside of the TVIDB district but within the Board’s catchment. There are no board maintained watercourses in close proximity to the site. Surface water run-off rates to receiving watercourses must not be increased as a result of the development. The design, operation and future maintenance of site drainage systems must be agreed with the LLFRA and LPA.

No Interested Parties/Neighbours have made comments in respect of this application.

Comments of the Business Manager

The NPPG acknowledges that Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and shape the development and growth of their local area, thus providing a powerful set of tools for local people to ensure that they get the right types of development for their community where the ambition of the neighbourhood is aligned with the

strategic needs and priorities of the wider local area.

Following public consultation and independent examination, at its council meeting on 11 October 2016 Newark and Sherwood District Council adopted the Southwell Neighbourhood Plan. The Neighbourhood Plan now forms part of the development plan for the district and its policies are a material consideration alongside other policies in the development plan and carry weight in the determination of planning applications in Southwell. In this instance the most relevant policies in the Neighbourhood Plan are listed above and are considered against the relevant aspects of the proposal in the assessment below.

Principle of development

Householder developments are accepted in principle subject to an assessment of numerous criteria outlined in Policy DM6. These criteria include the provision that the proposal should respect the character of the surrounding area. The overall shape, size and position of an extension must not dominate the existing house or the character of the surrounding area. It also states that there should be no adverse impact on the amenities of neighbouring users including loss of privacy, light and over-bearing impact.

Policy DM5 accepts development providing that it does not unacceptably reduce amenity in terms of overbearing impacts, loss of light and privacy. It also states that the rich local distinctiveness of the character of built form should be reflected in the scale, form, mass, layout, design, materials and detailing of proposals for new development.

Spatial Policy 7 of the Core Strategy seeks to ensure that vehicular traffic generated does not create parking or traffic problems and any improvements should avoid harm upon the character of the area.

Policy DM6 supports access development in which there is no adverse impact on the highway network as a result of the proposal.

Impact upon Character of Area

Policy DM6 of the DPD states that planning permission will be granted for householder development provided that the proposal reflects the character of the area and the existing dwelling in terms of design and materials. Policy DM5 is also relevant and has similar criteria to DM6. The NPPF as revised maintains the importance of good design.

The proposed extension would be situated on the rear elevation of the dwelling in place of a single storey extension and glazed structure which currently detracts from the appearance of the hostdwelling. The proposal seeks to replace these elements with a dual pitched extension of similar overall proportions in materials to match the hostdwelling and provide additional ground floor space to move some bedroom accommodation to the ground floor which would cater for the occupiers personal circumstances.

The extension would project approx. 0.7 m from the side elevation of the dwelling. As a result, the extension would be partially visible from the highway. The extension is proposed to replace an extension of similar albeit smaller proportions in matching materials and with sympathetic fenestration detailing.

The proposed extension would be c.3.37 m wider than the existing extension, 2.86 m deeper and 0.7 m higher than the existing extension which is proposed to be demolished as part of this application. Given the similar proportions of the extension and the use of matching materials I consider the impact that this extension would have on the character of the area would be limited. In addition to this, given the extension is proposed on the rear elevation, the only part of the extension that would be visible from the public realm would be the c.0.7 m projecting side elevation which is also proposed in matching materials.

Given this design of the extension I am of the view that the addition will appear visually subservient to the host dwelling and I note that other properties in the vicinity have been extended with a similar design. The height of the extension is significantly below the ridge of the hostdwelling and the dual pitched design is considered to compliment the hostdwelling and improve it over the existing arrangement.

In addition I note that the Southwell Design Guide explains that all new development should ensure that there is consistency with existing material colours. Given the extension is proposed in materials that match the hostdwelling I am satisfied that the proposal will assimilate with the building well and be unobtrusive within the local area. As such the proposal is considered to accord with policies SD1 and DH1 of the Southwell Neighbourhood Plan

Two windows are proposed in the north facing side elevation. One set of patio doors is proposed in the west facing rear elevation and one door is proposed in the south facing side elevation. The fenestration detailing is considered to be in keeping with the hostdwelling and does not appear unbalanced when considering the wider elevations elevation.

This application seeks to improve this access arrangement through the provision of a dropped curb. Dwellings located to the north, south and east of the proposal site incorporate multiple access points and similar access arrangements can be seen further down the street scene. At present, the boundary abutting the highway is untreated. The formation of the access point will not be unduly prominent within the street scene given the area is already used as a parking space for the property and this application seeks merely to improve the access point. As such, it is considered that the formation of this access point would have no detrimental impact upon the street scene. The character and appearance of the locality will be largely unharmed.

In addition to this it is not considered that the proposed extension would detract from the character of the surrounding area. The proposed development is therefore considered to accord with the aims of Policies DM5 and DM6 of the NSDC DPD.

Impact upon Residential Amenity

Policy DM6 of the DPD states that development proposals should ensure no unacceptable reduction in amenity upon neighbouring development, which continues to be reflected in the revised NPPF.

The single storey extension would be approx. 0.7 m closer to the neighbouring dwelling to the north than the existing, however, given the separation distance of 9.3 m side to side that currently exists, the extension would only be approx. 8.6 m from the side elevation of the neighbouring property. Two windows are proposed on the side elevation that faces northwards, however I note that there is already one window present in this elevation in the current extension, and that the insertion of this additional window would not unduly impact the neighbouring property. In addition to this, the presence of approx. 1.8 m high close boarded fencing will also prevent any neighbour amenity impact.

The south side of the extension will sit approx. 2.5 m from the common boundary with the adjoining property which is also bound by an approx. 1.8 m high fence. Given this arrangement the extension would not result in an impact upon neighbouring amenity in my view. The separation between the boundary and the proposed extension would mitigate any impact of overbearing or overshadowing, particularly given its single storey design.

Given the separation distances between properties and the modest scale the extension it is not considered to impact the neighbouring properties through overlooking, overshadowing or overbearing.

Although windows are proposed on the side and rear elevations, these are replacement for the windows that are already in situ, by virtue of the separation distance, presence of boundary treatment and the existing openings on these elevations I would not expect any privacy issues to be exacerbated. Given the increase in footprint is small scale I feel the proposal is acceptable and on the basis of the above, I am satisfied that the proposal complies with Policy DM6 of the DPD.

In addition to this, the access point would only serve No 7; whilst the dropped kerb will extend towards the boundary with the neighbouring property, both dwellings are set back from the highway and therefore the access point will be located away from habitable rooms which may be affected by additional/altered vehicular movement. Given this, I consider that the proposal complies with Policy DM5 in terms of impact upon amenity.

On the basis of the above, I am satisfied that the proposal complies with Policy DM6 and DM5 of the DPD.

Flooding Impact

The site is located within flood zone 1 as defined by the Environment Agency data, though Southwell in recent years has been the subject of significant flooding and as such it is important to consider the risk of flooding to developments.

I do not consider the proposal, due to the scale and footprint, would cause any detrimental impacts to neighbours or the surrounding area from flooding or surface water run-off from the development. There are also ample areas of porous surfacing within the remainder of the site to allow water to permeate.

I also note that the NCC Flood Risk team and The Environment Agency have raised no objections to the proposal on the grounds of flood risk.

Impact upon the Highway

Spatial Policy 7 of the Core Strategy seeks to ensure that vehicular traffic generated does not create parking or traffic problems. Policy DM5 of the DPD requires the provision of safe access and appropriate parking provision.

Good visibility is essential to enable drivers emerging from the minor road to see and be seen by drivers proceeding along the priority road. The dropped kerb would serve the existing parking area for the dwelling and would improve the access and egress from the dwelling. The neighbouring properties all appear to have dropped kerb access points and given the relatively straight arrangement of Allenby Road it is not anticipated that the insertion of this dropped kerb would unduly impact the safety of the highway. I consider that the insertion of this dropped kerb would only improve the access arrangement for the property given they currently access the highway over a raised kerb way. No objection has been raised by the Highways Authority subject to conditions.

Conclusion

In conclusion I consider that the extension would not detrimentally impact on the character of the area or on surrounding neighbouring amenity. The dropped kerb is considered to be acceptable in terms of impact on the character of the area as well as neighbouring amenity and highways safety. I therefore consider the proposal accords with the above policies within the NSDC Core Strategy and the Allocations and Development Management DPD. As such it is considered that there are no material considerations why planning permission should not be granted.

RECOMMENDATION

That full planning permission is approved subject to the conditions and reasons shown below:

Conditions

01

The development hereby permitted shall not begin later than three years from the date of this permission.

Reason: To comply with the requirements of Section 51 of the Planning and Compulsory Purchase Act 2004.

02

The development hereby permitted shall not be carried out except in complete accordance with the following approved plans/submitted documents:

- Site Location Plan
- Block Plan - 2
- Proposed Layout – 6
- Proposed Elevations – 7
- Proposed Section - 8

Unless otherwise agreed in writing by the local planning authority through the approval of a non-material amendment to the permission.

Reason: So as to define this permission.

03

The development hereby permitted shall be constructed entirely of the materials details submitted as part of the planning application unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of visual amenity.

04

No part of the development hereby permitted shall be brought into use until a dropped vehicular footway crossing is available for use and constructed in accordance with the highway authority's specification.

Reason: In the interests of highway safety.

05

No part of the development hereby permitted shall be brought into use until the driveway/parking area is surfaced in a hard bound material (not loose gravel) for a minimum distance of 5m behind the highway boundary. The surfaced drive/parking area shall then be maintained in such hard bound material for the life of the development.

Reason: To reduce the possibility of deleterious material being deposited on the public highway (loose stones etc.)

Notes to Applicant

01

The applicant is advised that all planning permissions granted on or after the 1st December 2011 may be subject to the Community Infrastructure Levy (CIL). Full details of CIL are available on the Council's website at www.newark-sherwooddc.gov.uk/cil/

The proposed development has been assessed and it is the Council's view that CIL is not payable on the development hereby approved as less than 100m² of floorspace is proposed.

02

The application as submitted is acceptable. In granting permission without unnecessary delay the District Planning Authority is implicitly working positively and proactively with the applicant. This is fully in accordance with Town and Country Planning (Development Management Procedure) Order 2010 (as amended).

03

This proposal makes it necessary to construct a vehicular crossing over a verge of the public highway. These works shall be constructed to the satisfaction of the Highway Authority. You are, therefore, required to contact VIA, in partnership with NCC tel: 0300 500 8080 to arrange for these works to be carried out.

Background Papers

Application Case File

For further information, please contact Honor Whitfield on ext. 5827.

All submission documents relating to this planning application can be found on the following website www.newark-sherwooddc.gov.uk.

Matt Lamb
Business Manager Growth & Regeneration

Committee Plan - 18/01006/FUL

