

Report of the Chief Executive

18/00339/FUL**2 STOREY AND SINGLE STOREY SIDE/REAR EXTENSIONS, RAISE RIDGE HEIGHT, REAR DORMER WINDOW AND DETACHED GARAGE ASSARTS LODGE TEMPLE DRIVE NUTHALL NOTTINGHAMSHIRE NG16 1BH**

Councillor P Owen has requested this application be determined by Planning Committee.

1 Details of the Application

- 1.1 This is a full planning application for alterations to an existing domestic residential dwelling incorporating the provision of a loft conversion with a rear dormer window and raising of the ridge height, a two storey side and rear extension, single storey side extension and a detached garage.
- 1.2 Planning permission was granted in 2016 under reference number 16/00411/FUL for a similar development to construct a two storey side extension, first floor rear extension and detached double garage. To date this planning permission has not been implemented.

2 Site and Surroundings

- 2.1 The application property is a detached two storey dwelling set back from the end of Temple Drive. Access to the site is via Temple Drive where there is no kerb or road signage to signify the end of the cul-de-sac.
- 2.2 Beyond the eastern boundary there is a footpath which links the residential Horsendale estate to the north with the newer Mornington estate to the south. High hedges/bushes over 3 metres high enclose the application site from the footpath.
- 2.3 Around the main dwelling beyond the north, west and south boundaries are the playgrounds/trim trails within the Mornington Primary School site. The curtilage boundaries with the school are secured by 2 metre high welded wire fencing, whilst vegetation including hedges and bushes over 2 metres high encloses the application site and restricts direct views into the school.



Front/Side Elevation from driveway.



Front elevation.



Rear Elevation.



Existing rear roof view.



Proposed location of garage.



Vehicle access point and location of proposed garage fence.

3 Relevant Planning History

- 3.1 16/00411/FUL – in 2016 planning permission was granted for the construction of a two storey side extension, first floor rear extension and a detached double garage.

4 Policy Context

4.1 **National policy**

4.1.1 The National Planning Policy Framework (NPPF) July 2018, outlines a presumption in favour of sustainable development, that planning should be planned, decisions should be approached in a positive and creative way and high quality design should be sought.

4.1.2 Section 12 of the NPPF 2018, Achieving well-designed places, paragraph 127 states that decisions should ensure that developments will function well and to the overall quality of the area, are visually attractive as a result of good architecture and create a high standard of amenity for existing and future users.

4.2 **Broxtowe Aligned Core Strategy**

4.2.1 The Council adopted the Core Strategy (CS) on 17 September 2014.

4.2.2 'Policy A: Presumption in Favour of Sustainable Development' reflects the presumption in favour of sustainable development contained in the NPPF. Applications which accord with the Local Plan will be approved without delay unless material considerations indicate otherwise.

4.2.3 Policy 10 'Design and Enhancing Local Identity' - states that development should be assessed in relation to its massing and scale, materials, design and impact on the amenity of nearby residents.

4.3 **Saved Policies of the Broxtowe Local Plan**

4.3.1 The Part 2 Local Plan is currently awaiting Examination hearing sessions. Until adoption, Appendix E of the Core Strategy confirms which Local Plan policies are saved. The relevant saved policy is as follows:

4.3.2 Policy H9 'Domestic Extensions' - states that extensions will be permitted provided that they are in keeping with the original building in terms of style, proportion and materials, are in keeping with the appearance of the street scene and do not cause an unacceptable loss of privacy or amenity for the occupiers of neighbouring properties.

4.4 **Part 2 Local Plan (Draft)**

4.4.1 The Part 2 Local Plan includes site allocations and specific development management policies. The draft plan has been submitted for Examination, with examination hearing sessions currently anticipated to take place toward the end of this year. The representations on the plan included 11 no. representations in relation to Policy 17. Given that there remain outstanding objections to Policy 17 that will need to be considered through the Local Plan examination process, this policy can be afforded only limited weight.

4.4.2 Policy 17 ‘Place-Making, Design and Amenity’ - states that extensions should be of a size, siting and design that makes a positive contribution to the character and appearance of the area and does not dominate the existing building or appear over-prominent in the street scene.

4.5 Nuthall Neighbourhood Plan

4.5.1 The submission version of the Nuthall Neighbourhood Plan was published on Monday 26 February, with the consultation period running until Friday 20 April 2018. Policy 5 ‘Design and the Historic Environment’ states that design of all new development should enhance and positively contribute to the character of the area in which it is located. Due to the current stage of the plan preparation, only limited weight can be attached to the policies.

5 Consultations

5.1 Nuthall Parish Council raise no objections to the application.

5.2 3 neighbouring properties were consulted on the application. During the course of the application, 1 letter has been received raising concerns in respect of overlooking issues.

5.3 Nottinghamshire County Council Highways – No objections subject to conditions relating to the location of bollards and the surface of the access driveway being in a bound material prior to the development being brought into use.

6 Appraisal

6.1 The main issues relating to this application are the design of the extension, the impact on residential amenity and highway safety.

6.2 Visual Amenity

6.2.1 The application site currently consists of a detached two storey dwelling with a driveway located to the south, rear garden area to the west and garden land to the north and east. The site is secluded and does not form part of a street scene facing a highway.

6.2.2 The application proposes the provision of a two storey extension to the south of the existing dwelling to be located on part of the existing driveway. This extension will also continue to the rear of the dwelling and will extend for the entire length of the existing side and rear elevations. The overall height of the extensions will measure 5.35m to the eaves and due to the ridge height being raised by approximately 2.3m, the overall height of the roof will measure 9.685m. Along with the two storey side and rear extensions, a single storey extension is proposed to the north in the form of an attached garage, which will have a pitched roof with a gable end. A dormer window is also proposed within the rear section of the roof, which will be set comfortably within the roof of the main dwelling, down from the ridge and up off the eaves. The extensions are considered to be sympathetic to the design of the main dwelling, with the provision of the two storey side extension, allowing the existing two storey gable ended section to the

front of the dwelling to be situated centrally to the front of the dwelling. The dwelling is currently rendered and the use of matching render material is proposed to be used on the external elevations of the proposed extensions, along with matching concrete interlocking tiles.

6.2.3 Along with the extensions to the main dwelling, a detached garage is proposed to be sited within the far northern corner of the application site adjacent the boundary of number 64 Temple Drive, sited approximately 20m from the main dwelling. The proposed garage will measure 6.4m wide and 6.1m in length, with an eaves height of 2.565m and an overall height to the pitch of the roof of 4.405m. The use of render and concrete tiles is proposed to match the main dwelling. A new vehicle access located towards the end of the footpath adjacent Temple Drive is proposed. Within the site, a driveway is also proposed leading up to the main dwelling, with a turning /parking area proposed to the front of the proposed attached single storey garage.

6.2.4 Due to the location of the application site and the design of the proposed extensions and detached garage, it is not considered that the proposal will have a significant detrimental impact upon the visual amenity of the area or the character of the street scene.

6.3 Residential Amenity

6.3.1 Assarts Lodge is not in close proximity to any surrounding buildings whilst a reasonable gap would be maintained between the proposed detached garage and No.64 Temple Drive. The garage also features a hipped roof which would slope away from No.64. As a result it is considered that there would be no significant loss in daylight/sunlight to the occupants of the neighbouring properties.

6.3.2 Within the proposed rear elevation there are two windows proposed, one serving a bathroom and one serving a bedroom. Within the existing rear elevation there are three windows with outlooks towards the boundary with the school serving a bathroom, bedroom and landing area. The number of openings at first floor level facing this boundary has therefore been reduced. Although the windows would be closer to the west boundary by 4m, a 5 metre gap would still remain. Within the rear section of the roof a dormer window is proposed. Concerns have been raised in respect of potential overlooking from the rear dormer window onto the school playground. The dormer window is proposed to serve a games room. To overcome any potential overlooking issues, the plans have been amended in order to take account of the relationship to the neighbouring school site to provide obscure glazing, with openings sited at a height of 1.7m above the internal floor level. This is identified on the submitted plans and it is considered the amendments would mitigate any potential overlooking issues.

6.3.3 Due to the design of the proposed extensions, the proposal is not considered to have an adverse impact upon the residential amenity of the immediate neighbouring properties in respect of overlooking, overbearing or noise impacts.

6.3.4 The impact upon all other adjacent neighbours is considered acceptable due to the siting and distance of the proposed extensions to the neighbouring properties.

6.4.1 Highway Safety

6.4.2 Assarts Lodge would appear to be related to the historic former farm use of the surrounding area on which the housing estate and primary school was later developed. The application site has always retained access via a lane and over time this lane has become a footpath/cycleway which links the two residential estates and provides an entrance into the school. This path is not a public right of way but is actually adopted highway, part of the highway network. Assarts Lodge has retained access rights over this path leading down from Temple Drive to the north. It is understood that the current situation is that the occupiers or visitors can freely drive vehicles down the footpath to reach the existing garages and driveway to the front of the dwelling.

6.4.3 The detached garage would be positioned towards the northern corner of the site with neighbouring No.64 Temple Drive beyond the north boundary. This is close to the location where the footpath starts from Temple Drive. A driveway is also proposed directly to the front of the existing dwelling and the new attached garage. The existing driveway would be removed for the provision of the two storey side extension.

6.4.4 The Highway Authority offer no objections to the proposal subject to a condition requiring a bollard type feature to be installed along the footpath which would stop vehicles driving into Assarts Lodge. Vehicle parking would be within the new detached garage and driveway at the end of Temple Drive and to the front of the main dwelling. Whilst the provision of the bollards would remove vehicle movements away from the footway, there is already a driveway directly to the side of the dwelling. This existing driveway to the side of the dwelling is proposed to be removed, with the proposed two storey extension being built on part of it, hence the requirement for the new driveway to the front of the dwelling. Given the distance of the detached garage away from the main dwelling (approximately 25m), it is not considered unreasonable for the occupants of the property to require a driveway closer to the dwelling. Given the nature of the application site being served by a residential dwelling, the siting of the detached garage close to the entrance of the footway and the new driveway replacing an existing driveway, it is considered that a specific planning condition requiring the bollard feature to be installed would be unreasonable, as the situation would not be of any significant detriment to highway safety than the existing situation.

7 Conclusion

7.1. Overall, it is considered that the proposal would not be harmful to the visual and residential amenity of the area, would provide adequate off-street parking provision and will have no impact on highway safety. Therefore, the proposal is considered to be in accordance with the relevant local and national policy guidance and there are no material considerations which would warrant a decision being taken at variance to this.

Recommendation

The Committee is asked to RESOLVE that planning permission be granted subject to the following conditions:

1. The development hereby permitted shall be commenced before the expiration of three years beginning with the date of this permission.
2. The development hereby permitted shall be carried out in accordance with drawing numbers: Site Location Plan 1:1250, 18/461/05 received by the Local Planning Authority on 16 May 2018, Proposed Floor Plans and Elevations, 18/461/02a, Proposed Second Floor Plans, Sections and Elevations, 18/461/03a received 01 July 2018, Proposed Garage Plans, Sections and Floor Plans, 18/461/06 received by the Local Planning Authority 21 May 2018, and Proposed Site Plan, 1: 500, 18/461/04a received by the Local Planning Authority on 22 August 2018.
3. The garage shall not be first brought into use until the driveway access to the front of the garage door is surfaced in a hard bound material (not loose gravel) and shall be drained to prevent the unregulated discharge of surface water onto the public highway.
4. The dormer window located in the west elevation of the roof shall be glazed in obscure glass to Pilkington Level 4 or 5 and shall be non-opening below a height of 1.7 metres, measured from the internal finished floor level. The window shall be retained in accordance with these details for the life of the development.

Reasons

1. To comply with S91 of the Town and Country Planning Act 1990 as amended by S51 of the Planning and Compulsory Purchase Act 2004.
2. For the avoidance of doubt.
3. In the interests of highway safety.
4. To safeguard the amenity of neighbouring properties and to accord with Policy H9 of the Broxtowe Local Plan 2004.

Note to applicant

1. The Council has acted positively and proactively in the determination of this application by communicating with the agent throughout the course of the application.
2. In order to carry out the off-site works required you will be undertaking work in the public highway which is land subject to the provisions of the Highways Act 1980 (as amended) and therefore land over which you have no control. In order for the works to be undertaken please contact: hdcsouth@nottsc.gov.uk

Background papers
Application case file



Legend

-  Site