

19 THE CROSSWAY MAY BANK NEWCASTLE
MRS R KILLEEN

15/01052/FUL

The application is for full planning permission for a two storey side extension and ground floor rear extension to this semi-detached property.

The application site is located within the major urban area of Newcastle as indicated on the Local Development Framework Proposals Map.

This application has been brought to Planning Committee as the applicant is an employee of the Borough Council.

The 8 week period for the determination of this application expires on 19th January 2015.

RECOMMENDATION

Permit, subject to conditions relating to the following: -

- 1. Standard Time limit for commencement of development**
- 2. Approved plans**
- 3. Facing materials to be as specified and matching finishing colour of render**

Reason for Recommendation

Given the design and appearance of the proposed extensions it is considered that they represent an acceptable development that would not harm either the character or integrity of the original dwelling or from the integrity of the original design of the group of dwellings that form the street scene. The proposal will not harm highway safety in the area. It is also considered that the proposal would not cause undue harm to the amenities of neighbouring occupiers. The proposed development therefore accords with Policies H18 and T16 of the Newcastle under Lyme Local Plan 2011, and policy CSP1 of the Newcastle under Lyme and Stoke on Trent Core Spatial Strategy 2006-2026 and aims and objectives of the National Planning Policy Framework 2012 and does not conflict with the Council's adopted Supplementary Planning Guidance relating to Space About Dwellings.

Statement as to how the Local Planning Authority has worked in a positive and proactive manner in dealing with the planning application

This is considered to be a sustainable form of development and complies with the provisions of the National Planning Policy Framework.

Key Issues.

This is an application for full planning permission for a two storey side extension and ground floor rear extension to this semi-detached property in the urban area. The proposal would provide an extended kitchen/dining/lounge area, a utility and store at ground floor level and extended bedroom and ensuite facility at first floor level. The application also proposes to render all the external walls which are currently painted.

The key issues in the determination of the application are:

- The design of the development
- Impact on highway safety
- The impact upon residential amenity

The design of the development

Paragraph 56 of the National Planning Policy Framework states that good design is a key aspect of sustainable development, indivisible from good planning, and should contribute positively to making places better for people.

Policy H18 refers to the design of residential extensions, where subject to planning control. The policy states:

“Proposals to extend dwellings will be favourably considered, subject to other policies in the Plan, so long as the following requirements are satisfied:

- i) The form, size and location of each extension should be subordinate to the design of the original dwellings.
- ii) The materials and design of each extension should fit in with those of the dwelling to be extended.
- iii) The extension should not detract materially from the character of the original dwelling or from the integrity of the original design of the group of dwellings that form the street scene or setting.”

The properties in The Crossway comprise a mix of detached and semi-detached, two storey properties dating from the mid-20th century. The general topography of The Crossway rises from west to east.

The application property and its attached neighbour are traditional semi-detached dwellings from the mid 20th Century with front bay windows and hipped roofs with the existing brick walls being painted.

The proposal would involve the removal of an existing side conservatory, a single detached garage and a small single storey extension.

The proposed two storey side extension would be set back from the existing front elevation by approximately 2.2 metres and there is a significant drop in the overall roof ridge height of the extension when compared with the existing roof line. Both the roof design and their pitch of the two storey element would match the existing dwelling. This achieves a subordinate appearance to comply with the requirements of policy H18 of the Local Plan.

The proposed single storey rear extension has in part lean to roof and in part dual pitch roof. This element of the proposal would extend from the rear elevation by approximately 3.5 metres adjacent to the attached property boundary (no.17) and at its maximum by approximately 4.5 metres on the proposed elevation facing no. 21. Whilst the single storey extension has pitched roofs these would be at a shallower angle than the main roof, however, given these at the rear of the property and would not be readily seen from any public vantage point, and reduces any impact of the development to neighbouring occupiers, it is considered acceptable in design terms.

As previously stated the existing house and its attached neighbour have painted exterior brick walls, and the application submission indicates that the existing and proposed external walls are to be rendered. Given that the existing walls are painted it is considered that the introduction of a rendered finish would not adversely harm the appearance of the pair of dwellings, subject to the render having a similar finishing colour as the painted brickwork.

Overall, the design of the proposal is considered acceptable, subject to the control of facing materials, and in compliance with Policy H18 of the Local Plan, Policy CSP1 of the Core Spatial Strategy and with the aims and objectives of the National Planning Policy Framework 2012.

Would there be any adverse impact on highway safety?

The existing dwelling accommodates three bedrooms and whilst the proposal would extend the total floor area, it would still result in a three bedroomed dwelling. The Local Plan indicates that a maximum of 2 parking spaces should be provided for 3 bedroom dwellings.

The property is currently served by an existing vehicular access off The Crossway, the property's existing drive run to the side dwelling providing parking for vehicles. This access and drive, albeit

shortened, will remain. The length of the shortened drive would still provide adequate space to comfortably accommodate two vehicles.

Given the above it is considered the proposal is acceptable from a highway safety viewpoint.

The impact of the proposal upon residential amenity

The National Planning Policy Framework states within paragraph 9 states that pursuing sustainable development involves seeking positive improvements in peoples quality of life, including improving the conditions in which people live, work, travel and take leisure. The impact upon the amenity of surrounding residents has to be taken into consideration. Paragraph 17 sets a core planning principle that planning should seek to secure a good standard of amenity for all existing and future occupants of land and buildings.

Supplementary Planning Guidance (SPG) Space about Dwellings provides advice on environmental considerations such as light, privacy and outlook.

The proposal has all its principal windows, as defined by the adopted SPG, in the front or rear elevations.

The attached neighbouring property has a patio door adjacent to the proposed rear extensions, however, given this element of the proposal is single storey there would be no breach the adopted guidance with regards to daylight and sunlight.

The other neighbouring property (no.21) is a detached dwelling which sits at slightly lower level than the application site. This property has a detached garage and car port on the boundary with the application site with the main dwelling approximately 4.5 metres from the proposed extension. There are no principal windows in the side elevation of no.21, and as such there is no breach of the guidance set out in the SPG.

The application dwelling sits in a good sized plot and as such the remaining garden area after the development would still comply with the standards set out in the adopted guidance.

Given the scale, siting and design of the proposal together with the separation distances involved, the proposal would not breach the adopted SPG and as such it is considered it would not have an adverse impact on the residential amenity of adjacent occupiers.

APPENDIX

Policies and proposals in the approved development plan relevant to this decision:-

Newcastle-under-Lyme and Stoke-on-Trent Core Spatial Strategy (CSS) 2006-2026

Policy ASP5: Newcastle and Kidsgrove Urban Neighbourhoods Area Spatial Policy
Policy CSP1 Design Quality

Newcastle-under-Lyme Local Plan (NLP) 2011

Policy H18: Design of residential extensions where subject to planning control
Policy T16: General Car Parking Requirements

Other Material Considerations include:

National Planning Policy Framework (NPPF) (2012)
Planning Practice Guidance (2014)

Supplementary Planning Guidance/Documents

Newcastle-under-Lyme and Stoke-on-Trent Urban Design Guidance SPD (2010)
Space around Dwellings Supplementary Planning Guidance (2004)

Representations

At the time of writing no representations have been received, however, the last day for comments on this application is 22nd December 2015. Any representations received will be reported and addressed in an advanced supplementary report before your meeting.

Applicant's/Agent's submission

The application forms and plans have been submitted. These documents are available for inspection at the Guildhall and searching under the application reference number 15/01052/FUL on the website page that can be accessed by following this link <http://publicaccess.newcastle-staffs.gov.uk/online-applications/>

Background papers

Planning files referred to
Planning Documents referred to

Date report prepared

10th December 2015