

DELEGATED DECISION REPORT

SMD/2021/0255
Valid 08/04/2021

16 HILLSIDE ROAD
WERRINGTON

PROPOSED TWO
STOREY/FIRST FLOOR
EXTENSION, CONSERVATORY
AND GARAGE CONVERSION

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Principle of development
- Design and visual impact
- Neighbouring amenity
- Highway safety

DESCRIPTION OF SITE

The application site is a two storey semi-detached dwelling located within the larger village of Werrington. The property itself is made of red brick and concrete tiles. The property features an integral side garage which sits on a lower terrain than its the host dwelling and a conservatory that adjoins the rear of the garage and a single storey rear extension. To the front of the property, this is an area of soft landscaping and hardstanding for the provision of at most one vehicle. To the rear, there is a large garden plot that slopes down and is well screened at the far end of the garden by mature trees and scrubs.

Hillside Road is characterised by a mix of semi-detached properties and semi-detached bungalows, set back from the road. Due to the steep uphill gradient, the application site sits at least 2.5m higher at ground floor level than its immediate neighbour at No.14.

PROPOSAL

Planning permission is sought for a two storey rear extension together with a replacement conservatory and conversion of the integral garage to accommodate a home office.

The frontage of the integral garage will be replaced by a door and window to gain direct access to the proposed home office.

The replacement conservatory will be made of UPVC and will remain in the same situ, design, scale and mass as the existing conservatory.

The two storey rear extension will replace the existing single storey rear extension. It will have a width of 5.2m, a depth of 2.2m from the rear elevation with an eaves height of 5.2m and pitch height of 7.1m. The first floor will provide additional floor space for the second bedroom together with a en-suite. A Juliet balcony has been

proposed to provide a guard to inwards opening French doors. The ground floor will accommodate a sitting room.

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

Staffordshire Moorlands Local Plan (Adopted Sept 2020)

SS8 Larger Villages Areas Strategy

DC1 Design Considerations

T1 Development and Sustainable Transport

National Planning Policy Framework

Section 9: Promoting sustainable transport

Section 12: Achieving well-designed places

SITE HISTORY

None relevant

CONSULTATIONS

Publicity

Site Notice expiry date: 11/05/21

Neighbour consultation period ends: 26/05/21

Press Advert: N/A

Public Comments	Neighbour consultation was sent- none received
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Town / Parish Comments	None received
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County Council Highways	Initially requested parking plan to show parking provisions for 2 cars. Following additional information, Highways raised no objection
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Severn Trent Water	No objection subject to informatives to discuss the implications of their assets crossing the application site
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OFFICER COMMENTS

Principle of Development

Local Plan policy SS8 identifies Werrington as a 'Larger Village' where there is support in principle for a range of developments including housing and employment related proposals.

Whilst there are no 'in principle' objections to the application, all other material planning considerations must be satisfied for the scheme to be supported and in this instance include design, visual impact, neighbour amenity, parking and drainage.

The proposal is in accordance with Policy SS8 of the Local Plan.

Design and Visual Impact

Policy DC1 states that new development will only be supported where the proposals are of a scale, density and design that responds to the character of the area in which they are situated.

The Council's Design SPD outlines the Council's expectations in respect of design and states that extensions should harmonise with the parent building. An extension should respect the dominance of the original building and be subordinate to it in terms of its size and massing.

The external alterations to convert the existing garage are minor in nature. Whilst the loss of the garage door would mark a change in the property's aesthetic appearance, it would not appear unduly out of place or incongruous within the street scene that surrounds it. The proposed fenestrations are in keeping with the materials used on the existing dwelling and therefore, is considered to be visually acceptable.

The two storey rear extension will not be visible from the street scene. The extension will be set down from the host property's roof form, thus allowing the main dwelling to remain the dominant element. The proposal is considered to be of an acceptable character and design, matching particular elements of the existing building such as the pitched roof, fenestration details and materials.

Similarly, the replacement conservatory will not be visible from the street scene and will remain sympathetic with the host property in terms of its scale and mass.

On this basis, it is considered that the design and appearance of the proposed structures will be sympathetic to the host dwelling and not detract from the visual amenity of the immediate or wider surroundings. The application therefore accords with Policy DC1 of the Local Plan and Council's Design SPD.

Neighbouring Amenity

Section 12 of the NPPF states that planning should always seek a high standard of amenity for existing and future users of developments and Core Strategy policy DC1 seeks to secure development that protects amenity, including residential amenity, in terms of satisfactory daylight, sunlight, outlook, privacy and soft landscaping.

The main neighbouring properties that this proposal would impact upon are the neighbouring properties at: No. 14 Hillside Road to the east and No.18 Hillside Road, the adjoining dwelling to the west. No. 14's integral garage adjoins the proposed garage conversion. The handed property, No.18 Hillside Road, has a single storey rear extension; the roof of the extension is used as a balcony area which is accessed by double doors serving a bedroom.

The proposed garage and conservatory will not result in additional volume or extensions being created and as such, there will be limited potential for any impact on the amenities of neighbouring residents. Whilst the scheme will introduce an additional window and door, these are at ground floor level and look directly towards the public highway so overlooking or loss of privacy is unlikely. It is not therefore considered reasonable to require the windows to be obscure glazed in the event that the scheme be approved.

The two storey rear extension will not extend the full width of the original rear elevation but rather be set back 0.4m from the neighbour's boundary line. From this, the two storey element, particularly the first floor, will not breach the neighbour's 45 degree line when assessing loss of daylight/ light from the mid-point of a habitable window at No.18 Hillside. Therefore, the proposal would not impose an overbearing impact to the amenity of this occupier. As for No.14 Hillside, there are no side facing windows and there is a separation distance from elevation to elevation of at least 6m which is deemed sufficient to not warrant a detrimental impact upon the amenity of this property.

In the interest of residential amenity at No.14 Hillside, a condition will be attached to the decision notice to ensure no openings can be formed on the side of the dwelling as views could be made directly into the main private garden from this elevation.

This application is therefore considered to be in accordance with the NPPF and Policy DC1 of the Local Plan.

Highway Safety

Section 9 of the NPPF states that developments should achieve safe and suitable access to the site for all users. Policy T1 of the Local Plan states that permission will only be granted for development incorporating adequate and satisfactory parking facilities including provision for motorcycles, cycles and for people with disabilities.

For a dwelling consisting of three bedroom units, a minimum of two parking spaces are recommended.

Staffordshire County Council Highways requested a parking plan as the proposal would result in the loss of one vehicle parking space. A parking plan was later submitted following feedback from the County Highways officer. It was demonstrated two cars can be parked on the front driveway following proposed landscaping to the front garden. County highways subsequently raised no objection to the proposal subject to a condition to ensure prior to occupation of the development, there is sufficient parking available on site. As such, the proposal meets the requirements set out under Policy T1 of the Local Plan and does not raise any highway safety concerns.

CONCLUSION

The proposal would respect the scale and character of the existing dwelling. It would not adversely affect the amenities of the neighbouring properties, nor impact on the safety of the highway network. 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 :

Approve, subject to conditions

Case Officer: Lisa Li

Recommendation Date: 14/05/21

X *J. Colley*

Signed by: Jane Colley Signature

On behalf of Staffordshire Moorlands District Council