

DELEGATED DECISION REPORT

SMD/2021/0446
Valid 28/09/2021

12 STATION STREET
LEEK

SINGLE STOREY REAR
EXTENSION

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Design
- Amenity
- Highway Safety

DESCRIPTION OF SITE

The proposed site comprises a terraced brick and tile dwellinghouse and its associated curtilage, situated in the Leek South Ward. The site is within the Leek Development Boundary, where the Staffordshire Moorlands Local Plan seeks to concentrate development. The proposed site is enclosed by neighbouring dwellings comprising a section of Station Street and backs on to a footpath between The Walks and Cruso Street. On the other side of the footpath is the rear curtilage of a section of dwellings on Victoria Court. No. 10 Station Street lies to the North-East of the proposed site and No. 14 Station Street is situated to the South-West. To the North-West, the rear curtilage of the site runs adjacent to the rear curtilages of No. 4 and No. 5 Victoria Court. The Station Street highway runs adjacent to the proposed site on the South-East.

It is noted that a number of properties within the estate have been extended; however the established character of the original estate has been retained.

PROPOSAL

The proposed development comprises a single storey rear flat roof extension. The proposed extension would allow for a larger bedroom and bathroom to the rear of the dwelling. The proposed rear extension would project beyond the rear elevation of the existing flat roof addition, by 3.30 metres and have a width of approximately 4.01 metres. The maximum height would be approximately 2.75 metres and the maximum eaves height would be 2.75 metres. It would be constructed from materials which would harmonise with the existing dwellinghouse, including brick, flat roofing and uPVC.

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

Staffordshire Moorlands Local Plan (Adopted 2020)

SS1 Development Principles

1a Presumption in Favour of Sustainable Development

SS2 Settlement Hierarchy

SS5 Leek Area Strategy

DC1 Design Considerations

T1 Development and Sustainable Transport

National Planning Policy Framework

Paragraph(s) 1 – 14

Section(s) 4 – Decision making, 12 – Achieving well designed places

Staffordshire Moorlands Design Guide SPD

Part 5 – Alterations, Extensions and Conversions

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

N/A

CONSULTATIONS

Publicity

Site Notice expiry date: 16/11/2021

Neighbour consultation period ends: 17/11/2021

Press Advert: N/A

Public Comments

No public comments were received.

Town / Parish Comments

No comments received.

Severn Trent Water

No comments received.

OFFICER COMMENTS

Principle of Development

Paragraph 11 of the National Planning Policy Framework (NPPF) promotes a

‘presumption in favour of sustainable development’. For decision takers this means (c) approving development proposals that accord with an up-to-date development plan without delay; or (d) where there are no relevant development plan policies, or the policies which are more important for determining the application are out-of-date, granting permission, unless: i) the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or ii) Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

Paragraph 8 of the NPPF identifies three dimensions to sustainable development as being economic, social and environmental.

In accordance with Policies SS1 and SS2 of the Staffordshire Moorlands Local Plan the Council expects all new development to make a positive contribution towards the sustainability of communities and to protect and where possible enhance the environment. A concentrated focus on future growth is to be directed to larger settlements, including Leek. When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF).

In compliance with Policy SS5, new development should be directed to the most sustainable locations. The site lies within the market town of Leek, which is one of the main urban areas where the focus of new development will be directed, with the aim of crafting all development to enhance the character and appearance of the town.

The proposed site is within the Development Boundary, thus the proposed works are acceptable in principle, subject to conformity with other relevant national and local planning policies. The main issues which need to be considered as part of the assessment of the proposed works include design, neighbour amenity and highway safety.

Design

Policy DC1 seeks to ensure that all development is well designed and of a high quality, contributing to local distinctiveness and harmonising with sense of place. 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 proposed development is a single storey rear extension to the dwellinghouse. The proposed rear extension would project beyond the rear elevation of the existing extension by 3.30 metres and have a width of approximately 4.01 metres. The overall depth of the existing and proposed extension would be 8.3m. The maximum height would be approximately 2.75 metres and the maximum eaves height would be 2.75 metres. For a development to be considered appropriate in terms of its size and massing, the Council would universally expect to see extensions subordinate to the

dominance of the original building. Whilst the overall depth of the extension would be considerable, it would be single storey and have a minimal eaves and maximum height lower than the parent building, as well as follow the course of the original dwellinghouse. However, it would not be visible from the surrounding area due to the presence of 2m high close boarded fencing which surrounds the rear garden. Beyond the rear boundary are a number of mature trees which should the dwelling from the wider area. Moreover whilst flat roof extension are generally discouraged in the adopted Design guide, for the above reasons it is considered that it would not form a prominent addition in the area.

Materials used in the construction of the proposed extension would match those used in the construction of the existing dwelling, as well as from surrounding dwellings in the area. Although the surrounding street scene is comprised of a varied selection of house types, a prominent feature of the street scene is the brick used in the construction of the dwellinghouses. Brick, flat roofing and uPVC would be used in the construction of the proposed extension. Therefore, the materials which would be used are considered appropriate in relation to the existing dwellinghouse, as well as the surrounding street scene. Thus, the proposed materials would match the existing materials and harmonise with the surrounding street scene, not detracting from the distinctive character of the original estate which has been largely retained.

The proposal, despite its flat roof design would not harm the character of the street scene and would not be a dominate addition to the dwelling. The proposal would therefore accord with the provisions of local plan policy DC1 and section 12 of the NPPF in this regard.

Amenity

Paragraph 130 f) of the NPPF seeks to secure a high standard of amenity for all existing and future occupants. Local Plan Policy DC1 requires development to achieve a satisfactory relationship to adjacent development and to not cause unacceptable effects by reason of visual intrusion, overlooking, shadowing, overbearing effect, noise, light pollution or other adverse impacts on local character and amenity.

The application site is bound by No. 10 Station Street to the North-East and No. 14 Station Street to the South-West. As the proposed extension is a rear extension and the curtilage of the site runs adjacent to the rear curtilages of No. 4 and No. 5 Victoria Court, it becomes important to assess whether the amenity of these neighbours would be compromised too. Therefore, amenity impact assessment is essential on the direct neighbouring properties to the sides and the rear of the application site.

The proposed single storey rear extension would be positioned on the North-Western section of the rear elevation. As the neighbouring dwellinghouse at No. 10 Station Street is positioned to the North-East of the site, the single storey rear extension will be positioned on the opposite side of the host dwelling to this neighbour away from the common boundary, meaning that the neighbour would not be impacted at all. Furthermore, the single storey rear extension would be a

substantial enough distance from the neighbour at No 10. Station Street to mitigate any chance of light loss as its location would comply with the 45 degree line measure from this neighbours' rear windows. As the proposed extension would only be single storey, it is not considered to be overbearing on the neighbouring dwelling due to its subordinate nature to the host dwellinghouse, as well as neighbouring dwellinghouses.

Due to the sunlight trajectory moving from the East to West, the proposed single storey rear extension would not cast a shadow over the curtilage of the neighbouring dwelling. I note that an approximately 2 metre high timber fence is positioned along the common boundary between the site and No. 10 Station Street. The boundary fence as well as the distance between the proposed extension and the common boundary (2.8m) would eradicate any minor chance of overshadowing which could be caused as a consequence of the erection of the proposed extension.

Consideration has been given to whether the proposed single storey extension might be seen to adversely affect the amenity of the neighbours at No. 14 Station Street. The proposed extension would be within close proximity of this adjoining neighbouring dwellinghouse, therefore it is crucial that amenity impact is assessed. The extension would breach the 45 degree line. However, the East to West sunlight trajectory means that there would be very limited impact on this neighbour. An approximately 2 metre high timber fence creates the boundary treatment between the site and No. 14 Station Street. Thus, creating a barrier to mitigate loss of light and overbearingness. Furthermore, all of the aforementioned reasons combined would alleviate loss of light for this neighbour. The closest area of fenestration on the neighbouring dwelling to the proposed extension is a conservatory. Thus, even if the conservatory lost a small amount of light into the side window which faces the site in the early hours of the morning, there is a large area of fenestration to still allow natural sunlight in. From this observation, it becomes apparent that the amenity of No. 14 Station Street would not be adversely impacted by the proposed extension.

There would be no windows on the side elevation of the proposed extension facing No. 14 Station Street, therefore there would be no loss of privacy amenity for this neighbour. However there would be an addition of a door and ramp on the side elevation of the existing rear projection of the dwellinghouse which faces the neighbour at No. 10 Station Street, there is already a window there, thus no more privacy would be lost than the existing situation. Additionally, the approximately 2 metre high boundary fence would aid in eradicating any loss of privacy for this neighbour. Therefore, as the side door of the proposed extension would be in line with the garden of No. 10 Station Street as opposed to one of their windows, there would be no privacy issues raised from this. Therefore, no adverse privacy impact would occur upon either of the neighbours.

Although there are two dwellings with curtilages which adjoin the application site at No. 4 and No. 5 Victoria Court, the distance as well as the oblique angles of their positioning and the substantial amount of foliage which creates the boundary treatment between them all indicate that their amenity would not be adversely impacted. Thus no amenity impact will occur here.

Highway Safety

Paragraph 104 of the NPPF states that patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places. Policy T1 seeks to provide safe and sustainable access and ensure that development does not lead to an increase in on street parking.

The proposed extension would not increase the number of bedrooms of the dwelling. Therefore, it is clear that no additional parking spaces will be required for the number of people habituating the dwellinghouse. Additionally, as the proposed extension would be to the rear of the dwelling, on-street parking to the front of the dwelling would not be compromised, in compliance with Policy T1.

Thus, the proposed extension would have no impact on highway safety, in accordance with Policy T1.

CONCLUSION / PLANNING BALANCE

In consideration of all of the above, the application is recommended for approval. Due to the application having no adverse effect upon neighbour or street scene amenity and no overall impact on the highway, it is deemed acceptable under planning policy. The amenity of all direct neighbours would not be harmed due to the substantial screening which the foliage and fencing provides. Therefore, the proposed extension is recommended for approval, subject to compliance with all conditions.

OFFICER RECOMMENDATION: APPROVE

Case Officer: Hannah Hollins
Recommendation Date: 23/11/2021

X 

Signed by: Jane Colley Signature

On behalf of Staffordshire Moorlands District Council