

DELEGATED DECISION REPORT

SMD/2021/0832
Valid 20/12/2021

34 BRENTWOOD DRIVE
WERRINGTON

PROPOSED FRONT AND
REAR EXTENSIONS

(FULL - HOUSEHOLDER)

MAIN ISSUES

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

DESCRIPTION OF SITE

The application site comprises a detached, two-storey dwellinghouse constructed of brick with a gable pitched roof, covered in concrete interlocking tiles. The dwellinghouse has a small single storey front extension serving the living room and the main access to the property. The site features off-road parking for 2 cars to the front, a terrain rear garden and a small area of soft landscaping opposite the road.

It is the second to last property within a small cul-de-sac in the Development Boundary of Werrington. It forms part of a housing development of detached dwellings of similar designs. The land on which the dwellinghouse is sited slopes upwards in a southeasterly to northwesterly direction.

PROPOSAL

Planning permission is sought for a number of works including a part two storey and part single storey front extension, a single storey side extension and a two storey rear extension. Outdoor stairs will be created to the side of the property to access the main dwelling. The proposal will accommodate an enlarged lounge, enlarged kitchen and breakfast bar with seating area on the ground floor and reconfigure the first floor to enlarge existing bedrooms and provide ensembles and dressing rooms for 3 out of the 4 bedrooms.

As originally submitted the scheme involved a detached double garage. This has subsequently been omitted.

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

Staffordshire Moorlands Local Plan (Adopted Sept 2020)

SS8 - Larger Villages Area Strategy

DC1 - Design Considerations

T1 - Development and Sustainable Transport

National Planning Policy Framework

Section 12: Achieving well-designed places

SITE HISTORY

No relevant history

CONSULTATIONS

Publicity

Site Notice expiry date: 23/02/22

Neighbour consultation period ends: 14/01/21

Press Advert: N/A

Public Comments

Neighbour comments	Two neighbour representative received • Objection; the rear extension will cause loss of light into the neighbour's main living space; The garage will be a visual disturbance on the cul-de-sac; the two sycamore trees would be affected by the proposed garage; the garage is out of keeping within the street-scene and, the proposed works is overbearing within the street
Town / Parish Comments	None received
SSC Highways	Initial refusal based on proposed works on adopted highway and insufficient information.
Severn Trent waters	Potential impact as a result of proposed works.

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

Paragraph 127 of the NPPF (2019) requires the design of a development to add to the overall quality of an area, by being sympathetic to local character and by being visually attractive as a result of good architecture.

Policy DC1 refers to design and seeks to secure development of a high quality which is designed to add value to the area and to respect the site and its surroundings. New development should promote a positive sense of place and identity through its scale, density, layout, siting, landscaping, character and appearance.

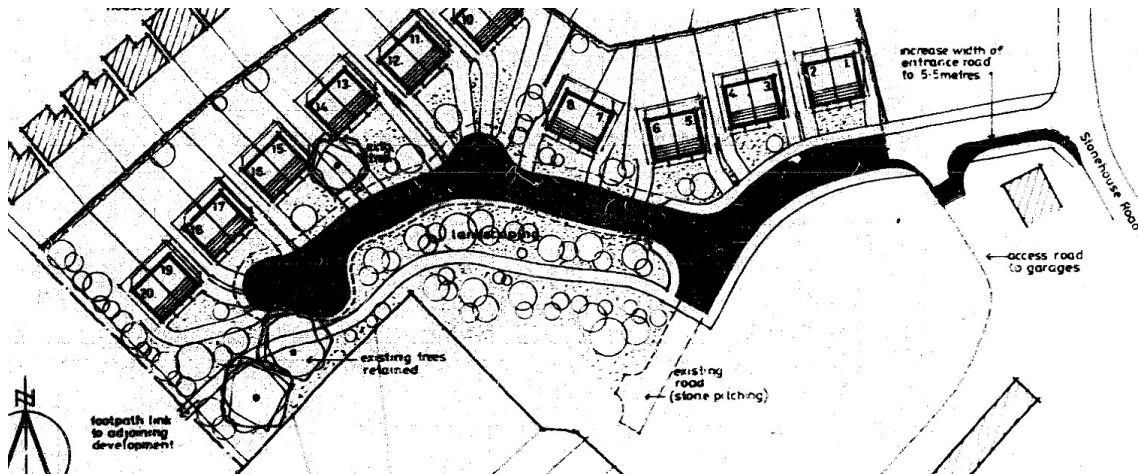
Amended plans were negotiated and submitted by the Agent, due to the bulk of the front extension, lack of parking provisions and introduction of a double garage opposite the site in the original proposal. While the agent has not taken into account all the case officer's concerns, the amended proposal removes only the garage for hardstanding. The re-amended plan is the final plan which is to be assessed.

Referring to the front extensions, the works will see the extension projecting forward from the principal elevation by 3m from the single storey front extension and 5.2m from the main bulk of the dwelling. In addition, due to the dwelling sited on an uphill slope and intent to build along the full width of the property, a staircase/ ramp is also proposed to the side of the property for access to the dwelling sat on a higher than the ground level and, rear garden . When considering the immediate area, the extensions does not follow the gradual building line within the small cul-de-sac nor emulate the single storey projection design amongst the immediate neighbouring properties in a sympathetic way. The overall design and scale appears to contrive not only to the original dwelling but rather the character and appearance of the cul-de-sac in an obtrusive way. As for the scale and mass, the proposed works is excessively bulky that is evident by the relocation of the staircase/ramp and substantial loss of parking to the front to compensate the scale of which is being proposed.

The Staffordshire Moorlands Design Guide states "*all 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.*" That is clearly not the case here.

In terms of the two storey rear extension, this will not be seen from the street-scene. The extension will add considerable bulk to the dwelling however, the extension retains the same roof type and is considered to be in keeping with the character and appearance of the dwelling.

Referring to the hardstanding opposite the site, the introduction of block paving for 2 vehicles to accommodate the front extension will be detrimental to the character of the cul-de-sac as it interrupts the continuity of the soft landscape along the road. The soft landscaping is of importance as it states clearly in the outline decision notice (under SM/11445 dated 1982) when the land of which the applicant's property sits upon must be made permanent and for amenity open space purposes. It states the following '*Provisions must be made for the permanent maintenance of the landscape and other open areas*' and also, '*available for amenity open space purposes, and shall be landscaped with the retention and suitable treatment of all existing trees, to the satisfaction of the Local Planning Authority.*' The approved plan shows as such:



As such, the soft landscaping is integral part of the street-scene that was strongly implied under the outline planning application of the estate. Therefore, the functionality to accommodate sufficient parking to accord with Policy T1 (see highway section) does not outweigh benefits that the open landscape has to the street-scene.

The case officer recognises that the applicant's and last property benefits from being further forward than the rest of the properties as cul-de-sac curves round, the design of the extension is not in keeping with the street-scene and is a matter of function over design and as such, is contrary to Policy DC1 in the Local Plan.

This application is therefore not considered to be in accordance with Policy DC1 of the Local plan.

Impact to neighbouring amenity

Paragraph 127(f) of the NPPF (2019) and 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 property that this proposal would impact upon is the neighbouring property No.36, this is the last house along the cul-de-sac and sits partially forward from the applicant's property.

The extension will be positioned to the front, side and rear of the property.

It is considered where the windows will look onto, there will be no harm to the overall living conditions of the immediate neighbours as the new windows look into the public street-scene and both neighbour's blank side walls.

When considering loss of light, the side and rear extension breaches light into the neighbour's habitable room at no.32 on a horizontal 45 degree line. While the agent disagrees with this, it is clear in the Council Space about Dwellings SPD that both vertical and horizontal lines must not breach the neighbour's direction of light to be deemed as a non-conflict. Nevertheless, the breach is partial and at single storey level only, at the lowest point and is not considered to be sufficiently adverse to warrant a refusal.

There is also a breach from the front window of no.36 where the front extension clips the 45 degree line. Again, however, the degree of encroachment is minimal and not sufficient to sustain a refusal.

Taking the above into account, this application is therefore considered to be in accordance with Policy DC1 of the Local plan.

Highway Safety

Policy T1 of the Local Plan states that permission will only be granted for development incorporating adequate and satisfactory parking provisions.

The property currently benefits from off highway parking via a front driveway for 2 cars. The submitted plans show the proposal will increase the property's floor plan from 4 bedrooms to 5 bedrooms. For a property of 4 or more bedrooms, 3 parking spaces are required. It is demonstrated from the submission that the proposed parking arrangements can accommodate parking for 1 vehicle parallel to the property and 2 opposite the main curtilage of the property following the removal of soft landscaping for block paving. Staffordshire Highways were consulted and note that the parking provisions have been met to accord with the Staffordshire Moorlands Parking Standards.

As such, the proposal will not have a detrimental impact on the adopted highway. This application is therefore considered to be in accordance with Policy T1 of the Local Plan.

CONCLUSION

The proposal would not respect the scale and character of the existing dwelling nor the immediate street-scene. The introduction of a two storey front extension together with a side ramp and hardstanding opposite the property will diminish the quality of the cul-de-sac out of functionality. In addition, the removal of soft landscaping to meet Staffordshire Moorlands Parking Standards will diminish the quality of the street-scene and create a precedence as a result. Accordingly, the application is not in considered with the NPPF and the Local Plan as well as the SMDC Design Guide. It is therefore recommended for refusal.

OFFICER RECOMMENDATION : Refuse

Case Officer: Lisa Li

Recommendation Date: 29/06/22

X *B.J. Haywood*

Signed by: Ben Haywood

On behalf of Staffordshire Moorlands District Council

