

DELEGATED DECISION REPORT

SMD/2024/0139
Valid 09/04/2024

15 HILLSIDE ROAD
WERRINGTON

SIDE AND REAR EXTENSION
(FULL - HOUSEHOLDER)

MAIN ISSUES

- Design
- Amenity
- Highway Safety

DESCRIPTION OF SITE

The site comprises a detached brick and tile dwellinghouse and its associated curtilage, situated in the Cellarhead Ward. The site is within the Werrington Development Boundary, where the Staffordshire Moorlands Local Plan seeks to concentrate development. The proposed site is enclosed by neighbouring dwellings comprising a section of Hillside Road and backs onto dwellings on Lansdowne Crescent. No. 17 Hillside Road lies to the North-East of the proposed site and No. 13 Hillside Road is situated to the South-West. The rear curtilage of the site adjoins curtilage space belonging to Norville, No. 17 Lansdowne Close, No. 19 Lansdowne Close and No. 21 Lansdowne Close to the South-East. The Hillside Road highway runs adjacent to the proposed site on the North.

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

PROPOSAL

The proposed development comprises a two storey side extension and a single storey rear extension. The proposed extensions would allow for the addition of a garage and an additional living room space on the ground floor and storage space on the first storey.

The proposed side extension would have a length of 8.72 metres along the North-East facing side elevation. The proposed side extension would fit around the existing staggered side wall of the dwellinghouse in an 'L' shape. It would have a width beyond the front section of the side elevation of approximately 2.50 metres and a width beyond the rear section of 4.16 metres. The ridge height of the side extension would be approximately 5.36 metres and the maximum eaves height would be 3.08 metres.

The proposed single storey rear extension would project beyond the rear elevation of the existing dwellinghouse, as well as the proposed side extension, by 3.5 metres. It

would have a width of 9.20 metres. It would have a maximum height of approximately 3.60 metres (to the top of the roof lantern) and an eaves height of 2.88 metres.

The proposed extensions would be constructed from materials which would harmonise with the existing dwellinghouse, including brick, tiles, flat roofing material and white 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
SS8 Larger Villages Areas 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

SMD/1982/0483 – Extension to form bedroom and dining / kitchen. Approved.
SMD/2003/0274 – Erection of first floor to existing bungalow. Approved.
SMD/2003/0654 – Provision of first floor accommodation. Refused.
SMD/2018/0451 – 2 storey side and rear extension. Approved.

CONSULTATIONS

Publicity

Site Notice expiry date: 04/06/2024
Neighbour consultation period ends: 17/05/2024
Press Advert: N/A

Public Comments

No public comments have been received.

Town / Parish Comments

No comments have been received from Werrington Parish Council.

Staffordshire County Council Highways

The 3-bedroom property currently benefits from off highway parking (driveway).

The proposal is for the construction of a single storey extension to the rear and one to the side of the property.

The proposed side extension aims to incorporate a garage, however the suggested dimensions (2.1m wide by 8m long) fall short of meeting Staffordshire Moorlands Parking Standards. These standards stipulate that a single garage should have internal dimensions of at least 3m in width and 6m in length.

The driveway can accommodate parking for 2 vehicles which is sufficient for a 3-bedroom property.

The proposal would not have a detrimental impact on the highway. I have no objection (application number SMD/2024/0139).

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 Werrington. 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 SS8, new development should be directed to the most sustainable locations. The site lies within Werrington, which constitutes a larger village within the Staffordshire Moorlands. The Larger Villages Areas Strategy is based around areas where a focus of new development will be directed, with the aim of ensuring that all development enhances the character and appearance of the settlement.

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.

Although the proposed side extension would add a two storey element to the North-East facing side elevation of the dwelling, the proposed extension would reflect the style of the existing building in terms of the pitched roof to compliment the pitched roof of the dwellinghouse. The eaves and maximum heights of the proposed extension would be set down from the parent building, as well as follow the course of the original dwellinghouse, thus it would be considered appropriate development in accordance with the Council's Design SPD.

The proposed rear extension would be single storey, therefore the eaves and maximum heights of the extension would be set down from the parent building. Thus, it would be considered appropriate development in accordance with the Council's Design SPD. I note that the rear extension would clearly be set back from the principal elevation of the dwellinghouse, again reiterating its subordinate nature to the parent dwelling.

The proposed rear extension would have a flat roof. Although flat roof extensions are generally discouraged in the adopted Staffordshire Moorlands Design Guide SPD, it is considered that the rear extension would not form a prominent addition in the area and when viewed from the street scene. It would not be visible at all from the public domain due to it being located to the rear of the dwelling and being set within a spacious plot. On balance, although the proposed rear extension would conflict with the Design Guide SPD in terms of its flat roof, its' lack of visibility from the wider public domain would not result in a visually harmful addition to the dwelling.

Materials used in the construction of the proposed extensions 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, tiles, flat roofing material and white UPVC would be used in the construction of the proposed extensions. Thus, the proposed materials would match the existing materials and harmonise with the surrounding street scene, not detracting from the character of the original street.

The proposal, by virtue of its size, scale and siting maintains the character of the existing dwelling and area. 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. 17 Hillside Road to the North-East and No. 13 Hillside Road to the South-West. The rear curtilage of the dwelling runs adjacent to the rear curtilages of Norville, No. 17, No. 19 and No. 21 Lansdowne Crescent to the South-East. Therefore, it becomes important to assess whether the amenity of these neighbours would be compromised.

The two storey side extension would be located on the North-Eastern side elevation. As the neighbouring dwellinghouse at No. 13 Hillside Road is positioned to the South-West of the site, the two storey extension on the North-Eastern side elevation will be tucked behind the host dwelling on the opposite side to the neighbour. I note that the proposed single storey rear extension would be stepped off the common boundary between the site and No. 13 by approximately 3.8 metres. Thus, it is considered that the distance between the extension and the neighbouring dwelling would be substantial enough to ensure that light amenity of the neighbour is not impacted through any habitable windows, as the 45 degree rule would be complied with.

The proposed extensions would be within close proximity of the neighbouring dwellinghouse at No. 17 Hillside Road. Due to the East to West sunlight trajectory, overshadowing on the neighbours at No. 17 could be caused by the addition of the proposed extensions in the later hours of the day. Thus the 45 degree rule has been assessed, between the corner of the proposed extensions closest to No. 17 and the central point of their closest fenestration, to ensure that light amenity will not be impacted. Although the two storey side extension would breach the 45 degree rule to the closest side window on No. 17, this window is notably obscure glazed. Thus, this window is not considered by the Council as a primary, habitable window which needs to be protected. The single storey rear extension would align with a conservatory extension to the rear of No. 17. As No. 17 sits on a higher ground level to the site, the proposed single storey rear extension would not cast a detrimental amount of shadowing over the conservatory. Regardless, as the conservatory is fully

glazed, including the roof, it will obtain a plentiful amount of sunlight through a number of the glazed areas throughout the day. Furthermore, the common boundary treatment in the form of an approximately 1.8 metre high close boarded fence and mature hedging would help to mitigate the impact caused by the proposed extension on the light amenity of the neighbour.

The approximately 18.3 metre distance between the proposed extensions and the rear elevations of the dwellings at Norville No. 17, No. 19 and No. 21 Lansdowne Crescent would prevent any loss of light from happening on these neighbouring dwellings.

There would be no windows on any of the side elevations of the proposed two storey side or single storey rear extensions facing No. 13 or No. 17 Hillside Road, therefore there would be no loss of privacy amenity for these neighbouring dwellings. Although there would be a set of patio doors, a number of windows and two roof lights on the rear elevations of the extensions which would face the neighbours at Norville No. 17, No. 19 and No. 21 Lansdowne Crescent, the approximately 2 metre high boundary fence would aid in eradicating any loss of privacy for them in terms of the ground floor fenestration. I note that the proposed roof lights on the first storey of the two storey side extension would be positioned above standard natural eye level, meaning that they would not cause any overlooking.

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 should 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 extensions 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 inhabiting the dwellinghouse. Additionally, as the proposed extensions would be to the side and rear of the dwelling, the spaces for off-street parking on the driveway to the front of the dwelling would not be compromised, in compliance with Policy T1.

Staffordshire County Council Highways department have no objections, as the proposal would not detrimentally impact the available off-highway parking at the site.

Thus, the proposed extensions 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. Therefore, the proposed development is recommended for approval, subject to compliance with all conditions.

OFFICER RECOMMENDATION: APPROVE

Case Officer: Hannah Varley

Recommendation Date: 03/06/2024

X *B.J. Haywood*

Signed by: Ben Haywood

On behalf of Staffordshire Moorlands District Council