

## BOROUGH OF KETTERING

<b>Committee</b>	<b>Full Planning Committee - 04/10/2016</b>	<b>Item No: 5.7</b>
<b>Report Originator</b>	<b>Amy Prince Development Officer</b>	<b>Application No: KET/2016/0554</b>
<b>Wards Affected</b>	<b>Desborough Loatland</b>	
<b>Location</b>	<b>85A Braybrooke Road, Desborough</b>	
<b>Proposal</b>	<b>Full Application: Single storey side extension, conversion of part garage to habitable accommodation and insertion of new windows to front, rear and side elevations</b>	
<b>Applicant</b>	<b>Mr S Bains</b>	

### 1. PURPOSE OF REPORT

- To describe the above proposals
- To identify and report on the issues arising from it
- To state a recommendation on the application

### 2. RECOMMENDATION

THE DEVELOPMENT CONTROL MANAGER RECOMMENDS that this application be APPROVED subject to the following Condition(s):-

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this planning permission.

REASON: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended) and to prevent an accumulation of unimplemented planning permissions.

2. The materials to be used in the construction of the external surfaces of the development hereby permitted shall match, in type, colour and texture, those on the existing building.

REASON: In the interests of visual amenity in accordance Policy 8 of the North Northamptonshire Joint Core Strategy.

3. The development hereby permitted shall not be carried out other than in accordance with the approved plans and details submitted with the application shown on drawing numbers 1866-01B, 1866-02A, 1866-03B and 1866-04A received 02/08/16.

REASON: In the interest of securing an appropriate form of development in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

4. The existing access shown on plan 1886-01B with a width of at least 4.5m for the first 10m back from the edge of the highway shall be permanently retained in its existing form.

REASON: To ensure a satisfactory means of access in the interests of the highways safety, in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

5. Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no building, structure or other alteration permitted by Class A, B, C, D or E of Part 1 of Schedule 2 of the Order shall be constructed on the application site.

REASON: To prevent any likely increase in the amount of traffic utilising the substandard access track to Braybrooke Road as a result of an increase, alteration or extension to the application property in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

## **Officers Report for KET/2016/0554**

This application is reported for Committee decision because there are unresolved, material objections to the proposal.

### **3.0 Information**

#### **Relevant Planning History**

KET/2016/0383 - Single storey side extension. Conversion of part garage to habitable accommodation. Insert new windows to front, rear and side elevation (Withdrawn)

KET/2011/0764 - Separation of annex to form 1 no. dwelling (Approved 07/02/12)

KET/2011/0627 – 1 no. dwelling to the land to the rear of no. 87 Braybrooke Road. Refused.

KET/2011/0275 – 2 no. detached bungalows on land to the rear of no. 89 and no. 91 Braybrooke Road. Approved 23/08/2011.

KET/2009/0168 – Certificate of Lawfulness: Storage of cars and light commercial vehicles on the ground on land associated with no. 87 Braybrooke Road. Approved 19/05/2009.

KET/2009/0148 - 1 no. pair 3 storey semi-detached dwellings on land to the rear of no. 89 and no. 91 Braybrooke Road. Approved 27/05/2009.

KET/2008/0238 - 1 no. detached dwelling to the rear of no. 87 Braybrooke Road. Refused 08/05/2008.

KET/2007/0983 - Proposed 2 no. dwellings on land to rear of no. 87 Braybrooke Road. Withdrawn 26/12/2007.

KET/2007/0571 - 2 no. dwellings to the rear of no. 89 and no. 91 Braybrooke Road. Approved 06/09/2007.

KET/2003/0867 - Six car garage with granny annexe above. Approved 09/12/2003.

KE/2001/0454 - Single storey kitchen extension to no. 85 Braybrooke Road. Approved 18/07/2001.

KE/1988/0501 - Alterations to no. 85. Approved 13/06/1988.

KE/1988/0350 - 2 no. dwellings to rear of no. 85 Braybrooke. Refused

KE/1986/0239 – 1 no. dwelling. Refused.

## **Site Description**

Officer's site inspection was carried out on 02/09/2016.

The application site is a two storey red brick building which was granted planning permission in 2003 under application KET/2003/0867 as an annexe related to 85 Braybrooke Road, under KET/2011/0764 approval was given for the unit to form a separate dwelling.

The dwelling comprises of garages, a gym and a sauna at ground floor level and residential accommodation above at first floor level. The land in front of the annexe (to the north of the annexe) is gravelled and provides a surface for the parking of several vehicles clear of the highway. The land to the east is garden land. To the south of the annexe is Loatlands Primary School. Except for the narrow access from Braybrooke Road the site is not visible from the public realm.

The property is accessed from a narrow private access road from the Class-C Braybrooke Road. The access is 4.6 metres wide for 10m back from the edge of the highway, this then narrows to 4m for the remainder of the access lane. The access road currently serves 5 no. properties located behind the Braybrooke Road frontage.

## **Proposed Development**

This application seeks planning permission for single storey front extension, the conversion of part of the garage to habitable accommodation (which does not require consent and is not considered further as part of the application) and the insertion of new windows to the front, rear and side elevations. The revised internal layout would provide for an integral double garage.

## **Any Constraints Affecting the Site**

Permitted development rights under classes A, B, C, D and E of the GDPO have been removed under KET/2011/0764.

## **4.0 Consultation and Customer Impact**

### **Desborough Town Council**

No objection providing parking is onsite and not on shared driveway.

### **Highway Authority**

No objection subject to the below comments:

The access road is shown to be 4.6m for 10m back from the highway boundary. With solid boundaries on both sides of the access current guidance requires 5.5m width. However, in this specific situation, the applicant has managed a betterment of the current layout that is acceptable in this instance. Further expansion would be resisted off this private drive which would instigate intensification in use of the drive.

The remaining garages are insufficient in size to satisfy Local Highway

Authority Standards.

### **Neighbours**

2 Objections – 91 Braybrooke Road and 18 Arden Way, Market Harborough

Objection in regard to highways safety – The proposal will result in an additional habitable dwelling to the shared driveway. Currently 7 dwellings using the 4.25m driveway. The driveway is not wide enough for people to pass and splays do not give good visibility. The road is sensitive as it's on a bus route and a pathway to the local primary school.

Object due to the property tapping into the drainage provided for the 2 new bungalows which have caused sewage to overflow. Increase in disturbance from vehicles using the access lane. Concern in regard to use of non-porous surfaces already present which has led to surface water problems.

## **5.0 Planning Policy**

### **National Planning Policy Framework**

Para 14 - Presumption in Favour of Sustainable Development

Para 17 - Core Planning Principles

Policy 6 – Delivering a wide choice of high quality housing

Policy 7 – Requiring Good Design

### **Development Plan Policies**

#### **North Northamptonshire Joint Core Strategy**

Policy 1 Presumption in favour of Sustainable Development

Policy 8 North Northamptonshire Place Shaping Principles

Policy 11 Network of Urban and Rural Areas

#### **Local Plan**

Policy 35 – Housing with Towns

## **6.0 Financial/Resource Implications**

None

## **7.0 Planning Considerations**

The key issues for consideration in this application are:-

1. Principle of the development
2. Design and impact on the character of the area
3. Residential amenity
4. Highways and Parking

### 1. Principle of the development

The application site is in an established residential area to the west of Desborough Town Centre. Policies in the development plan namely Policies 8 and 11 of the JCS, support extensions to residential properties provided there is no adverse impact on character and appearance, residential amenity and the highway network. The principle of development for this proposal is therefore established subject to the satisfaction of the development plan criteria.

Permitted development rights were removed when consent was granted for the use of the unit as a separate dwelling. It is recommended that this condition be repeated for the avoidance of doubt.

### 2. Design and impact on the character of the area

Paragraph 14 of the NPPF places at the heart of planning a presumption in favour of sustainable development, with good design forming a key element of this. This is further supported by Section 7 of the NPPF and Policy 8 of the JCS. Local Planning Authorities must seek to secure a high quality of design and a good standard of amenity for all existing and future occupants of land and buildings.

The proposed extension projects 8.5m off the front elevation with a width of 7.7m. It will form a prominent addition to the existing building due to its location and alter the linear form of the existing building to an L-shape. The dwelling is not visible from Braybrooke Road and the proposed extension has been designed with matching materials (also recommended as a condition) and a subservient single-storey ridge height. The addition will sit comfortably with the existing dwelling as an additional feature and will not have a detrimental impact on the character and appearance of the area. As such the proposal is considered to be in accordance with Policy 8 of the JCS and Section 7 of the NPPF

### 3. Residential amenity

Paragraph 17 of the NPPF states that development must secure a good standard of amenity for all existing and future occupants of land and buildings. Policy 8(e)(i) of the JCS requires development to not result in an unacceptable impact on the amenities of future occupiers, neighbouring properties or the wider area, by reason of noise, vibration, smell, light or other pollution, loss of light or overlooking.

The proposed extension is located between the existing dwelling of No.85a and the neighbouring property of No.85. The proposed extension is set 5.4m from the south facing flank wall of No.85 at an oblique angle and 11m from the single-store flat roof extension to the rear of No. 85.

Considering the single storey nature of the proposal and the separation distances involved the proposal is not considered to impact upon the residential amenity of the occupiers of No.85.

The alterations proposed to existing windows and the additional windows and doors on the north, south and west elevations are concentrated on the ground floor. Considering the orientation of the dwelling and windows already present the proposed fenestration is not considered to impact upon residential amenity.

An objection has been received in regard to additional disturbance from increased use of the access road. The proposal indicates internal alteration within the existing dwelling that will alter it from a 3 bed to a 5 bed property, this does mean there is a potential increase in residents and therefore traffic generation and noise. That being said, the internal alterations do not require planning permission and the increase in unit size is not considered to intensify the use to a level that would cause an unacceptable impact on noise or neighbouring amenity. As such it is considered to be in accordance with Policy 8 of the JCS and Para 17 of the NPPF.

#### 4. Highways and Parking

Policy 8 (b) of the JCS states that new development should not have an adverse impact on the highway network or prejudice highway safety.

Braybrooke Road is a classified C-Road and the proposal would be accessed from a private drive on the south side of Braybrooke Road. The access drive serves 5 dwellings (85, 85a, 87, 87a and 87b). No. 83 and No.89 have access onto their respective private driveways alongside the entrance to the access lane (i.e. off Braybrooke Road). This application is for an extension to an existing dwelling (i.e. no additional dwelling is being created).

The access lane was improved under permission KET/2011/0275 (2no. bungalows). Therefore since planning permission was granted for the unit on site to be used as a separate dwelling under permission KET/2011/0764, the access has had a width of 4.6m for the first 10m from the edge of the highway boundary. As a note, current highways guidance requires a 5.5m width access when surrounded by solid boundaries.

2no. objections have been received which have highlighted highway safety as a concern. However, NCC Highways have provided consultation comments on this application and has not raised an objection to the application on the basis of the betterment that has previously occurred to the access (i.e. the increase in width that was secured under KET/2011/0275). It is also noted that good levels of pedestrian visibility are currently provided where the access meets the public highway.

A condition is recommended that the access lane is permanently retained in

accordance with the submitted plans. Although the access does not technically meet current highways guidance (i.e. less than 5.5m in width), the proposal is not considered to hold the potential to increase the use of the access to a level that would warrant a refusal of permission for highways safety reasons. The access' use would not be significantly intensified compared to the existing situation on site.

NCC Highways have also advised that the remaining double garage does not meet their current standards. However, the applicant has demonstrated that 3 car parking spaces and turning facilities can be accommodated onsite. This is considered adequate to service the dwelling and as such the proposed garage size is considered to be acceptable.

As such the proposals are considered to be acceptable in accordance with Policy 8 of the JCS; highway safety would not be prejudiced.

#### Other matters raised

The existing services and drainage arrangements for the dwelling have been queried by an objector to the scheme. These are not material planning considerations in this instance and as such cannot be considered as part of this application.

#### Conclusion

The proposal accords with national and local planning policy, will not have a detrimental impact upon the amenity of neighbouring residents and is of an acceptable design within this location. Highway safety will not be prejudiced and therefore this proposal is recommended for approval subject to the recommended conditions.

#### **Background Papers**

Title of Document:

Date:

Contact Officer:

Amy Prince, Development Officer on 01536 534316

#### **Previous Reports/Minutes**

Ref:

Date: