

## BOROUGH OF KETTERING

<b>Committee</b>	<b>Full Planning Committee - 17/10/2017</b>	<b>Item No: 5.4</b>
<b>Report Originator</b>	<b>Louisa Johnson Development Officer</b>	<b>Application No: KET/2017/0548</b>
<b>Wards Affected</b>	<b>Slade</b>	
<b>Location</b>	<b>West Street (land at), Broughton</b>	
<b>Proposal</b>	<b>s.73A Retrospective Application: Replacement garage</b>	
<b>Applicant</b>	<b>Mr A J Underwood</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 as shown on drawings Location Plan KET/2017/0548/1 and Site plan KET/2017/0548/7 received by the Local Planning Authority on 26/07/17; Floor Plan KET/2017/0548/2, Left Elevation KET/2017/0548/3, Front Elevation KET/2017/0548/4, Back Elevation KET/2017/0548/5 and Right Elevation KET/2017/0548/6 received by the Local Planning Authority on 14/07/17 is hereby permitted.

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

## **Officers Report for KET/2017/0548**

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

### **3.0 Information**

#### **Relevant Planning History**

KET/2014/0304 – Demolish and replace 1 no. garage – Approved 29/07/14

#### **Site Visit**

A site visit to erect the site notice was carried out on 4 August 2017.

#### **Site Description**

The application site is a small plot at the rear of 34 Cransley Hill, which is accessed from West Street. The character of West Street is mixed, with bungalows and houses, with hipped or gabled roofs, dwellings have bay windows, front projecting wings or no detail on the front elevation at all. Some have attached garages, some have separate garages. The road itself is not made up, is not adopted and is a public right of way.

To the rear of the application site is the garden to No. 36 Cransley Hill, which wraps around to the east of the application site, on this piece of land is a double garage with snooker room above. This building does not have a separate pedestrian access from West Street, other than via the garage doors. The side elevations do not have doors in them. To the south (front) of the side are the front elevation and garden to No. 9 West Street and the side elevation and rear garden of No 28 Cransley Hill. To the west is the rear garden and elevation of No 34 Cransley Hill.

#### **Proposed Development**

The application is a retrospective application for the erection of a new garage at the site.

The site has permission for a new garage under KET/2014/0304; however the garage erected is not in accordance with the approved plans.

#### **Any Constraints Affecting the Site**

Public Right of Way

### **4.0 Consultation and Customer Impact**

#### **Neighbours**

Two letters of objection have been received, the following issues were raised:

- The new garage built on the site is higher than that approved under KET/2014/0304.
- The garage overshadows the gardens of 34 and 36 Cransley Hill.
- The change in the roof design means that rainwater drainage is required, however the water is allowed to runoff directly onto the ground with no soakaway or other provision to deal with the water.
- The garage as built is too high.

### **Highway Authority**

West Street is a public right of way (GD12) and this extends to its full width. The replacement garage must not be permitted to encroach onto the width of the street. If the front elevation is in the same place as the existing building this would be acceptable.

### **Environmental Health**

No comment

## **5.0 Planning Policy**

### **National Planning Policy Framework**

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

## **6.0 Financial/Resource Implications**

None

## **7.0 Planning Considerations**

The key issues for consideration in this application are:-

1. Principle of Development
2. Impact on the character and appearance of the area
3. Residential amenity

## 1. Principle of Development

The application seeks the erection of a garage.

Policy 8 of the adopted NNJCS (July 2016) seeks a high standard of design which respects and enhances the character and visual amenity of the surrounding area. Paragraphs 56, 58 and 64 of the National Planning Policy Framework also recognise that good design is a key aspect of sustainable development, and supports development which establishes a strong sense of place and response to the local character, reflecting the identity of local surroundings and materials.

Subject to detailed consideration of the impact of the garage, having an acceptable impact on the character and appearance of the area and residential amenity, the development is considered acceptable in principle.

## 2. Impact on the character and appearance of the area

The original garage on the site, which has now been demolished, measured approximately 5.28m wide, 11.8m deep and a maximum of 3.3m in height falling to 2.98m in height due to a sloping roof, this garage was set on a base which was level with the road.

The garage approved under permission KET/2014/0304 was approximately 5.2m wide, 11.6m deep and 3.8m in height, 4m in height including the base.

The garage which has been built measures approximately 4.65m wide, 11.25m deep and 4.3m in height, 4.6m in height including the base.

Whilst the garage as built is approximately 0.6m higher than the approved garage, it has a smaller footprint than the approved scheme at 4.65m wide by 11.25m deep compared to the approved 5.2m wide by 11.6m deep. It is considered that this reduction in the width and depth offsets the impact of the increase in height. It is considered that the impact of the garage as built is no worse than the approved scheme and therefore it would not be reasonable to require the garage to be removed and rebuilt in accordance with the approved scheme.

In conclusion it is considered that the appearance, scale and mass of the garage is no worse than the scheme approved under KET/2014/0304 and as such would not be more harmful to the scale and character of the surrounding area.

### 3. Residential amenity

Policy 8 of the NNJCS requires that development does not result in an unacceptable impact on the amenities of neighbouring properties, by reason of noise, vibration, pollution, loss of light or overlooking.

The site shares a rear boundary with 36 Cransley Hill and is south of this property, the garage is set just off the boundary with no. 36. Under approval KET/2014/0304 it was considered that some increase in height from 3.3m to 4m would be acceptable.

The garage as built has a pitched roof which is 0.6m higher to the ridge than the approved scheme; however it is considered that this increase in height is offset by the reduction in width by 0.55m from 5.2m to 4.65m. Therefore it is considered that the garage as built does not result in increased overshadowing of no. 36 nor is it more overbearing than the approved scheme.

The site shares a side boundary with 34 Cransley Hill and is east of this property; the garage is set slightly off the boundary with this property. The garage as built is 11.25m deep on the boundary, while the approved scheme was 11.6m deep, a reduction in depth of 0.35m.

It was considered when assessing the impact of the approved scheme, that the proposal would only increase overshadowing in the early morning. The garage as built would worsen the overshadowing impact on no. 34 given its increased height which is only partially offset by the reduction in depth. However, given that the site is east of no. 34 and so would only have an impact in the early mornings; it is considered that the as built garage would not worsen the impact on no. 34 so as to make it unacceptable.

In conclusion it is considered that the impact of the as built garage is not significantly worse than the scheme approved under KET/2014/0304 and as such would not be more harmful to the amenity of neighbouring properties.

### **Conclusion**

The proposal is acceptable in principle and in terms of its impact on the character and appearance of the area and on residential amenity. Subject to conditions the proposed development is acceptable and recommended for approval.

#### **Background Papers**

Title of Document:

Date:

Contact Officer:

Louisa Johnson, Development Officer on 01536 534316

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

Ref:

Date:

