

Agenda Item A8	Committee Date 24 July 2017	Application Number 16/01611/FUL
Application Site 118 Newlands Road Lancaster Lancashire LA1 4JE	Proposal Erection of a single storey rear extension, erection of an attached double garage to side with terrace above, construction of a raised roof and dormer extensions to the front and rear elevations and a new bay window and raised veranda to the front	
Name of Applicant Mr Stephen Smith	Name of Agent Mr Jon Clayton	
Decision Target Date 21 July 2017	Reason For Delay Committee Cycle	
Case Officer	Mr Robert Clarke	
Departure	No	
Summary of Recommendation	Approval	

(i) Procedural Matters

This form of development would normally be dealt with under the Scheme of Delegation. However, the applicant is an employee of Lancaster City Council, and as such the application must be determined by the Planning and Highways Regulatory Committee.

1.0 The Site and its Surroundings

1.1 The property which forms the subject of this application relates to a split-level detached bungalow located on the eastern side of Newlands Road. The property features coursed stone and render to the front elevation with pebble dashing to the sides and rear. The dual pitch roof is finished with grey concrete tiles and white upvc windows are installed throughout. The property benefits from a large front garden with a driveway leading to an integral garage which is located to the lower ground floor level. To the rear is a private garden space bordered by a belt of mature trees and an embankment which leads up to the M6 motorway which is located directly behind the site.

1.2 Newlands Road is characterised by detached split level and dormer bungalows located within good sized and well-defined domestic plots. Land levels within the area increase in an easterly direction towards the motorway embankment.

1.3 The site is unallocated in the Lancaster District Local Plan.

2.0 The Proposal

2.1 This application seeks consent for the raising of the existing roof by 200mm, construction of two front elevation dormers and a single rear elevation dormer, erection of a single storey rear extension and a side extension to form attached garages with terrace above. To the front elevation a veranda with canopy above and bay window will be constructed.

2.2 The larger front elevation dormer will feature a width of 4.6m, height of 1.85m and a projection of 2.5m. The smaller front elevation dormer will feature a width of 2.7m, height of 1.85m and a

projection of 2.5m. The dormer to the rear elevation will feature a width of 9.3m, height of 1.85m and a projection of 2.5m. All of the dormers will be finished with a zinc effect cladding with a graphite grey colour with matching grey fascia detailing and windows.

- 2.3 The proposed single storey rear extension will feature a depth of 2.8m and a width of 6.91m. It will be finished with a flat roof with a maximum height of 3.65m, including a roof lantern measuring 4m x 1m. The proposed side extension will measure 8.9m in width and 5.85m in depth, featuring a maximum height of 2.78m to the terrace level above. The terrace will be enclosed by a 1.1m high glazed balustrade.
- 2.4 The proposed stepped veranda to the front elevation of the property will provide access to the front door of the dwelling. It will feature a raised height of 950mm above the existing garden level with a flat roof canopy constructed above this. The proposed bay window extension will feature a depth of 750mm and a width of 3.3m.
- 2.5 The dwelling will be finished with off-white K-Rend render to all elevations with sections of Marley Eternit Cedral Click Cladding in either Sage Green, Grey Green or Grey Brown. The front elevation of the side extension will be finished with coursed stone to match that of the existing highway boundary wall. Grey upvc windows will be installed throughout along with black upvc rainwater goods.

3.0 Site History

- 3.1 There is no relevant planning history relating to this site.

4.0 Consultation Responses

- 4.1 The following responses have been received from statutory and non-statutory consultees:

Consultee	Response
Tree Protection Officer	No objection – Subject to a condition requiring the development to be carried out in accordance with the submitted Arboriculture Implications Assessment
County Highways Officer	No objection

5.0 Neighbour Representations

- 5.1 No responses received during the statutory consultation timescale

6.0 Principal National and Development Plan Policies

6.1 National Planning Policy Framework (NPPF)

Paragraph 17 – 12 Core Principles
 Paragraphs 67 and 68 – Requiring Good Design

6.2 Local Planning Policy Overview – Current Position

At the 14 December 2016 meeting of its Full Council, the local authority resolved to undertake public consultation on:

- (i) The Strategic Policies and Land Allocations Development Plan Document (DPD); and,
- (ii) A Review of the Development Management DPD.

This enabled progress to be made on the preparation of a Local Plan for the Lancaster District. Public consultation took place from 27 January 2017 to 24 March 2017. Whilst the consultation responses are currently being fully considered, the local authority remains in a position to make swift progress in moving towards the latter stages of: reviewing the draft documents to take account of consultation outcomes, formal publication and submission to Government, and, then independent Examination of the Local Plan. If an Inspector finds that the submitted DPDs have been soundly prepared they may be adopted by the Council, potentially in 2018.

The **Strategic Policies and Land Allocations DPD** will replace the remaining policies of the Lancaster District Core Strategy (2008) and the residual 'saved' land allocation policies from the 2004 District Local Plan. Following the Council resolution in December 2016, it is considered that the Strategic Policies and Land Allocations DPD is a material consideration in decision-making, although with limited weight. The weight attributed to this DPD will increase as the plan's preparation progresses through the stages described above.

The **Review of the Development Management DPD** updates the policies that are contained within the current document, which was adopted in December 2014. As it is part of the development plan the current document is already material in terms of decision-making. Where any policies in the draft 'Review' document are different from those adopted in 2014, and those policies materially affect the consideration of the planning application, then these will be taken into account during decision-making, although again with limited weight. The weight attributed to the revised policies in the 'Review' will increase as the plan's preparation progresses through the stages described above.

6.3 Development Management DPD

DM22 – Vehicle Parking Provision

DM27 – Protection & Enhancement of Biodiversity

DM29 – Protection of Trees, Hedgerows & Woodland

DM35 – Key Design Principles

6.4 Lancaster District Core Strategy

SC1 - Sustainable Development

SC5 - Achieving Quality in Design

7.0 Comment and Analysis

7.1 The key considerations arising from the proposal are:

- General design;
- Impacts upon residential amenity;
- Impact upon trees;
- Impact upon bats; and
- Vehicle parking provision

7.2 General Design

7.2.1 This section of Newlands Road is characterised by detached dormer bungalows within large and defined curtilages. It is considered that given the existing prevalence of dormer extensions that the principle of a minor raising of the roof and construction of front and rear dormer extensions is acceptable in this case. However, concerns were raised regarding the construction of two dormer extensions to the front elevation of differing widths, as it was considered that these served to unbalance the appearance of the property. A reduction of the larger dormer to match the smaller proposal was considered to provide a better proportioned front elevation and this amendment was suggested to the applicant. However, due to the implications regarding loss of internal space the applicant has ruled out this amendment and wishes to proceed with the original proposal. Despite the unbalanced appearance this may provide to the property, it is considered that a refusal on these grounds alone would not be defensible at appeal.

7.2.2 It is also considered that the width of the rear dormer and the way in which it extends into the pitched roof of the existing rear gable results in a disordered appearance to the rear elevation. However, regard has been given to the fact that this aspect of the development will be removed from the street scene, whilst it could also be constructed under existing permitted development rights. As such a refusal of this aspect of the development could be considered unreasonable.

7.2.3 The proposed side extension with terrace above will occupy an existing driveway area. Although of a large footprint it features a 3.9m set back from the front elevation whilst the single storey height and clear glazed balustrade will ensure that it appears as a subservient addition. The proposed single storey rear extension is of a relatively small scale and its introduction is considered not to

detract from the appearance of the dwelling whilst it will also be removed from the streetscene. These extensions are therefore considered an acceptable form of development.

7.2.4 The proposed material palette as listed in section 2.5 will provide an updated and contemporary appearance to this dwelling. This is considered an acceptable design approach given the set back of the dwelling from the highway. The use of differing material finishes is considered to be unobtrusive within the streetscene.

7.3 Impacts upon residential amenity

7.3.1 Given the location of the proposed terrace next to a shared boundary with 120 Newlands Road and the potential for this to lead to increased levels of direct overlooking, detailed site visits of both the development site and the garden of 120 Newlands Road were undertaken. It was concluded that due to the way in which land levels within this site increase in an easterly direction towards the M6 extensive views of the small terrace and patio area to the southern end of No.120 are already achieved from within the rear garden of No.118. Although the proposed terrace level will be higher than the existing sloping garden by a maximum of 1.4m the views of the driveway and side patio of No.120 are considered to be no more obtrusive than those already achieved from higher areas within the development site. Furthermore, given the presence of a raised flat roof side extension and small raised terrace area to No.120, the levels of overlooking are considered to be mutual. Regard has also been given to the fact that the side patio area of No.120 does not form the principal area of private amenity space, as a much larger and more private garden area is located to the north of the property and will not be impacted upon by the proposed development. On balance, due to the existing exposed setting and levels of mutual overlooking the proposed terrace area can be supported.

7.3.2 Views of neighbouring front gardens will be achieved from both the front elevation dormers and the raised veranda/access steps to the front elevation. However, these views are already accessible from within the public domain and as such they are considered to not reduce existing privacy levels. Views from the rear elevation dormer of No.116 to the south will be obscured by the existing gable end to the rear elevation. Views of No.120 may be achieved from the rear dormer, though these will be at an oblique angle and given the open setting described in section 7.3.1 they will not reduce existing levels of privacy.

7.3.3 The proposed single storey rear extension is of a small scale and it does not extend beyond the 45 degree line from the midpoint of the rear elevation window of No.116 Newlands Road. Acceptable levels of daylight will be retained for this property. The implementation of the proposed side extension and terrace is considered to not impact upon existing daylight levels that the occupants of No.120 currently enjoy. Due to local land levels the proposed extension will be set down in relation to the neighbouring property.

7.4 Impact upon trees

7.4.1 The applicant has identified a total of 2 individual trees, namely T1, an early-mature poplar and T2, an early-mature ash, in addition to a single group of mixed species, broadleaf trees, including ash and oak trees. These trees are contained within the wider group G1. The trees in question are all generally in good overall condition with long periods of useful remaining life potential. Collectively, they form an important backdrop and green infrastructure to the rear of the property and a significant buffer zone between residential properties and the M6 motorway. G1, T1 & T2 are growing in an elevated location approximately 1.6m above the ground level of the existing dwelling, resulting in a limited potential for harm to the root systems of these trees. There are no proposals to remove any of the existing trees. It is however proposed that branches from T2 are reduced by a maximum of 2m in length, to reduce the future potential risk of failure. No objection has been received by the Tree Protection Officer subject to a condition requiring the development to be carried out in accordance with the submitted Arboricultural Implications Assessment.

7.5 Impact upon bats

7.5.1 Due to the nature of the proposed roof works and the location of the development site in close proximity to open fresh water and tree coverage a bat survey has been undertaken. The external inspection concluded that although the roof is in good overall condition, there were openings through which bats could gain access to the roof void. As such an internal inspection and night time emergence

survey were conducted. The internal inspection revealed no evidence of use within the loft space, whilst no bats were seen entering or emerging from the site during the emergence survey. The standard protected species advice note is recommended.

7.6 Vehicle Parking Provision

7.6.1 The proposed side extension will provide parking for two vehicles, whilst the driveway will provide space for a further two vehicles. On-site parking provision is therefore deemed to be acceptable. Although the driveway is unlikely to allow for access and egress from the site in a forwards gear, this is no different to the existing access arrangement and is therefore considered acceptable. The Highways Officer has raised no objection to the proposed development.

8.0 Planning Obligations

8.1 There are no planning obligations to consider as part of this application.

9.0 Conclusions

9.1 The proposed roof works and extensions are acceptable in terms of scale and design, and although they will alter the existing appearance of the dwelling, a contemporary design approach is considered acceptable in this case. It is on this basis that Members are advised that this application can be supported, subject to a condition to ensure the works are carried out in accordance with agreed details.

Recommendation

That Planning Permission **BE GRANTED** subject to the following conditions:

1. Standard three year timescale
2. Development in accordance with the approved plans
3. Development in accordance with submitted Arboricultural Implications Assessment
4. Garage use restriction

Article 35, Town and Country Planning (Development Management Procedure) (England) Order 2015

In accordance with the above legislation, Lancaster City Council has made the recommendation in a positive and proactive way to foster the delivery of sustainable development, working proactively with the applicant to secure development that improves the economic, social and environmental conditions of the area. The recommendation has been made having had regard to the impact of development, and in particular to the relevant policies contained in the Development Plan, as presented in full in the officer report, and to all relevant material planning considerations, including the National Planning Policy Framework, National Planning Practice Guidance and relevant Supplementary Planning Documents/ Guidance.

Background Papers

None