

Item Number: 12
Application No: 22/00876/HOUSE
Parish: Norton Town Council
Appn. Type: Householder Application
Applicant: Mr Shane Olley
Proposal: Erection of a single storey rear extension with a white render finish and roof lights, a new side access door to the main dwelling and the formation of a new driveway to the front of the property with dropped kerb for access off the main highway
Location: 123 Welham Road Norton Malton North Yorkshire YO17 9DU
Registration Date: 30 July 2022
8/13 Wk Expiry Date: 24 September 2022
Overall Expiry Date: 8 September 2022
Case Officer: Ellie Thompson **Ext:** 43326

CONSULTATIONS:

Norton Town Council
Highways North Yorkshire Conditions

Representations: Mrs Susan Fussell, Mrs Barbara Machin,

SITE:

The property is a two-storey, 20th century, semi-detached dwelling, located on Welham Road in Norton. The property is constructed from red brick under a red pantile roof.

The property benefits from both a large rear garden amenity space to the rear, and an amenity space to the front of the dwelling. There are also some traditional shed outbuildings to the rear of the site along the northern boundary, which are attached to the rear of the outbuildings at the attached neighbouring property.

PROPOSAL:

This application seeks permission for the erection of a single storey rear extension with a white render finish and roof light; together with a new side access door to the main dwelling and the formation of a new driveway to the front of the property with a dropped kerb for access off the main highway.

The new rear extension is proposed to have a flat-roof form, featuring a lantern rooflight and a parapet wall. The overall height of the extension, to the top of the parapet wall, is proposed to be approximately 3.3 metres. The extension will extend out from the rear elevation of the host dwelling by approximately 5 metres, and will have an overall footprint of approximately 31.2 square metres. The extension is proposed to be finished in a white render under a green sedum roof, and will feature dark grey aluminium fenestration. The new access door is proposed to be installed in the side (southern) elevation of the existing dwelling, however it is noted that this part of the proposed development could be achieved under Permitted Development Rights.

The new vehicular access is proposed to extend an existing access point which serves the neighbouring property. The new access will see an additional 5.2 metres of dropped kerb and hardstanding installed between the highway and the footway. Access into the site will be formed

between two brick pillars, and will feature a set of railings-style, inward-opening gates, which will match the style of the existing front boundary treatments at the site, and along other properties on this part of Welham Road.

PLANNING HISTORY:

There is no relevant planning history for this application.

POLICIES:

Under Section 38(6) of the Planning and Compulsory Purchase Act 2004 planning authorities are required to determine each planning application in accordance with the planning policies that comprise the Development Plan unless material considerations indicate otherwise. The relevant Development Plan policies for the determination of this application are:

The Ryedale Plan - Local Plan Strategy (2013)

- Local Plan Strategy - Policy SP16 Design
- Local Plan Strategy - Policy SP20 Generic Development Management Issues

Material Considerations

- National Planning Policy Framework
- National Planning Practice Guidance

REPRESENTATIONS:

A brief summary of the position of statutory and non-statutory consultees is included on the front sheet of the report and issues raised are addressed in the relevant appraisal sections of the report. All consultation responses are available for Members to view in full on the public access webpage, and referred to in the report accordingly.

Two responses from the occupiers of neighbouring properties have been received. The occupier of 125 Welham Road had objected to the proposal, and the occupier of 123 Welham Road has raised some concerns. These comments are summarised below:

- Scale of extension is out of character and proportion with the main property and neighbouring properties.
- Scale of extension will be significant in height and extend beyond the existing outdoor shed buildings.
- Loss of light to 125 Welham Road's side entrance and kitchen window, due to scale of rear extension.

The Local Highway Authority has been consulted, and has confirmed the new access is considered to be acceptable, offering good visibility to the north and south. They have recommended a condition and an informative.

Norton Town Council have been consulted on this application, but have not yet responded to the consultation. The Town Council requested an extension to the 18th October 2022 to make comments on the application due to the bank holiday on the 19th September, however Officer's advised them that this could not be agreed as the application was due to be determined at Planning Committee on the 27th September; and that any comments would need to be received by the 22nd to be included within

the Late Pages if they would like them to be considered. Officers will update members verbally at the meeting.

APPRAISAL:

The main issues relating to this application are:

- Design, form and character
- Impact on Neighbouring Amenity
- Highway Safety

Design, Form and Character

The new rear extension is proposed to have a flat-roof, block form, and will extend out from the rear elevation of the dwelling by approximately 5 metres. While the proposed form does not reflect the existing pitched roof form of the host dwelling, it is considered that it is of a simple design, which will have a modern and unobtrusive appearance. The extension will extend across the entire rear elevation of the property and will feature a parapet wall, which will increase the overall scale of the extension. However the extension does not extend beyond the existing side elevation of the dwelling, and does not interfere with any first floor fenestration detailing. It is also within a sizable curtilage, and so the extension will be proportional to the dwelling and the residual garden area. On this basis the extension is subservient in scale, and it is considered that it will appear visually in proportion to the size and scale of the host dwelling, which is considered to be appropriate.

The single storey side extension is proposed to have a white/cream rendered finish under a flat, green sedum roof. There are examples of render being used on other properties within the vicinity, and it is considered that render can often look attractive when paired with a brick built building, particularly if the proposed development is of a modern form and design. The use of render will also visually demarcate the single-storey, modern extension from the existing dwelling, and ensure it is legible as a modern addition to the property. On this basis, it is considered that the use of render on the single-storey rear extension is acceptable in terms of design, however a condition is proposed in order to ensure an appropriate colour and finish of render will be used.

The new vehicular access will widen an existing access to the front of the property, which is currently used by the neighbouring dwelling to the south. The applicant has confirmed that they intend to retain the front boundary treatments at the property (which match those at the neighbouring properties), but will replace a section of the boundary wall with railings-style gates to allow for off-street parking. The neighbouring property immediately to the south already benefits from a very similar arrangement, as do many properties along this section of Welham Road. As such, in design terms it is not considered that the formation of an access point in this location would appear incongruous within the street scene.

As such, the proposed development is considered to comply with Policy SP16 (Design) of the Ryedale Plan- Local Plan Strategy.

Impact on Neighbouring Amenity

The new extension is proposed to be sited to the rear of the property, in an area currently used as patio space. The existing boundary treatments of this part of the site include some pitched roof, traditional shed outbuildings and a high timber fence to the northern boundary, and a high brick wall to the southern boundary.

The new extension will be no higher than the highest point of the existing shed outbuildings along the northern boundary; an arrangement which is mirrored at the attached neighbouring site. The new extension is proposed to be constructed up to the boundary following the removal of the outbuildings within the application site, and will extend an additional 1.6 metres further along the northern

boundary, beyond the end of the neighbouring outbuildings. While this would result in an increase in the built mass along this shared boundary, due to the presence of the existing outbuildings and boundary fence it is considered that the proposed development would not result in a detrimental impact on the amenity of the occupiers of the neighbouring property to the north (121 Welham Road), in terms of loss of light, privacy or overbearing effects, over and above what is currently experienced at the site.

An objection has been received in relation to the potential loss of light from a kitchen and side entrance windows in the neighbouring property to the south (125 Welham Road), as a result of the scale and dimensions of the rear extension, and the proximity of its side elevation to the shared boundary. The side (southern) elevation of the new extension will be constructed approximately 1.1 metres away from the shared boundary with the neighbouring property, in line with the side elevation of the existing dwelling. The boundary between the two properties features a brick wall, which gradually increases in height as it extends further back into the site.

The neighbouring property features two obscure glazed windows and an obscure glazed entry door in its northern elevation, facing towards the application site. It is understood that these windows serve a utility/entrance space and a WC, and so would not be considered as primary living spaces. There is one clear glazed kitchen window in the rear elevation of the neighbouring property, facing eastwards towards the neighbouring detached garage building and rear garden space. The proposed development will result in an increase in the built massing of the property, in close proximity to the shared boundary with the neighbour. However, the application site is located to the north of this neighbouring property, and as a result it is not anticipated that the proposed development would block significant levels of sunlight from these openings, due to the orientation of the properties and the movement of the sun across the day. Taking into account the orientation of the properties, the existing boundary treatments and the space between the proposed rear extension and the neighbouring windows, it is not considered that the proposed development will result in a significant, detrimental loss of light for the occupiers of the neighbouring property.

It is also noted that a single-storey rear extension of this height could be achieved at this property under permitted development rights, providing it was constructed from matching materials and extended no further than 3 metres out from the rear of the existing dwelling. The neighbouring windows which face towards the application site would be within the first 3 metres of the proposed rear extension, and as such it is considered that the same impact on light would result from an extension which could be achieved without the need for planning permission (essentially the fall-back position).

It is nevertheless considered that the proposed development subject of this application is not considered to result in a significant detrimental impact on neighbouring amenity, in terms of loss of light, loss of privacy or overbearing effects, over and above what is currently experienced at the site. It is considered that the proposed development complies with Policy SP20 (Generic Development Management Issues) of the Ryedale Plan- Local Plan Strategy.

Highway Safety

The proposed development would see a new vehicular access formed from the main highway, which will adjoin an existing vehicular access at the neighbouring site and allow for an off-street parking space within the application site.

The Local Highway Authority has been consulted and has confirmed that the new access offers good visibility to the north and south, and has recommended some conditions for the proposed development. On this basis, the proposed development is considered to be acceptable in terms of highway safety, and complies with Policy SP20 (Generic Development Management Issues) of the Ryedale Local Plan Strategy

Conclusion:

The proposed development is considered to comply with the relevant Policy criteria set out in policies SP16, and SP20 of the Ryedale Local Plan Strategy and the NPPF. On this basis approval is recommended subject to the following conditions:

RECOMMENDATION: Approval

- 1 The development hereby permitted shall be begun on or before .

Reason: To ensure compliance with Section 51 of the Planning and Compulsory Purchase Act 2004

- 2 The development hereby permitted shall be carried out in accordance with the following approved plan(s):

- Site Location Plan (scanned to file on 15.08.2022)
- Proposed Floor and Elevation Plans, dated 28.07.22, (scanned to file on 15.08.2022)
- Proposed New Driveway Plan, dated 26.06.22, (scanned to file on 15.08.2022)

Reason: For the avoidance of doubt and in the interests of proper planning in accordance with Policies SP16 and SP20 of the Ryedale Plan - Local Plan Strategy.

- 3 The new rear single-storey extension hereby approved shall be finished in a white/off-white/cream coloured render.

Reason: To ensure a satisfactory external appearance and to satisfy the requirements of Policies SP16 and SP20 of the Local Plan Strategy.

- 4 The crossing of the highway verge and/or footway must be constructed in accordance with the approved details and/or Standard Detail number E50 Rev A and the following requirements.

- Any gates or barriers must be erected a minimum distance of 4.75 metres back from the carriageway of the existing highway and must not be able to swing over the existing or proposed highway.
- The final surfacing of any private access within 1.5 metres of the public highway must not contain any loose material that is capable of being drawn on to the adjacent public highway. All works must accord with the approved details.

Reason: To ensure a satisfactory means of access to the site from the public highway in the interests of highway safety and the convenience of all highway users, and to satisfy the requirements of Policy SP20 of the Local Plan Strategy.

INFORMATIVE(S)

- 1 Notwithstanding any valid planning permission for works to amend the existing highway, you are advised that a separate licence will be required from North Yorkshire County Council as the Local Highway Authority in order to allow any works in the existing public highway to be carried out. The 'Specification for Housing and Industrial Estate Roads and Private Street Works' published by North Yorkshire County Council as the Local Highway

Authority, is available to download from the County Council's web site:

https://www.northyorks.gov.uk/sites/default/files/fileroot/Transport%20and%20streets/Roads%2C%20highways%20and%20pavements/Specification_for_housing_and_est_roads_street_works_2nd_edition.pdf

The Local Highway Authority will also be pleased to provide the detailed constructional specifications referred to in this condition.