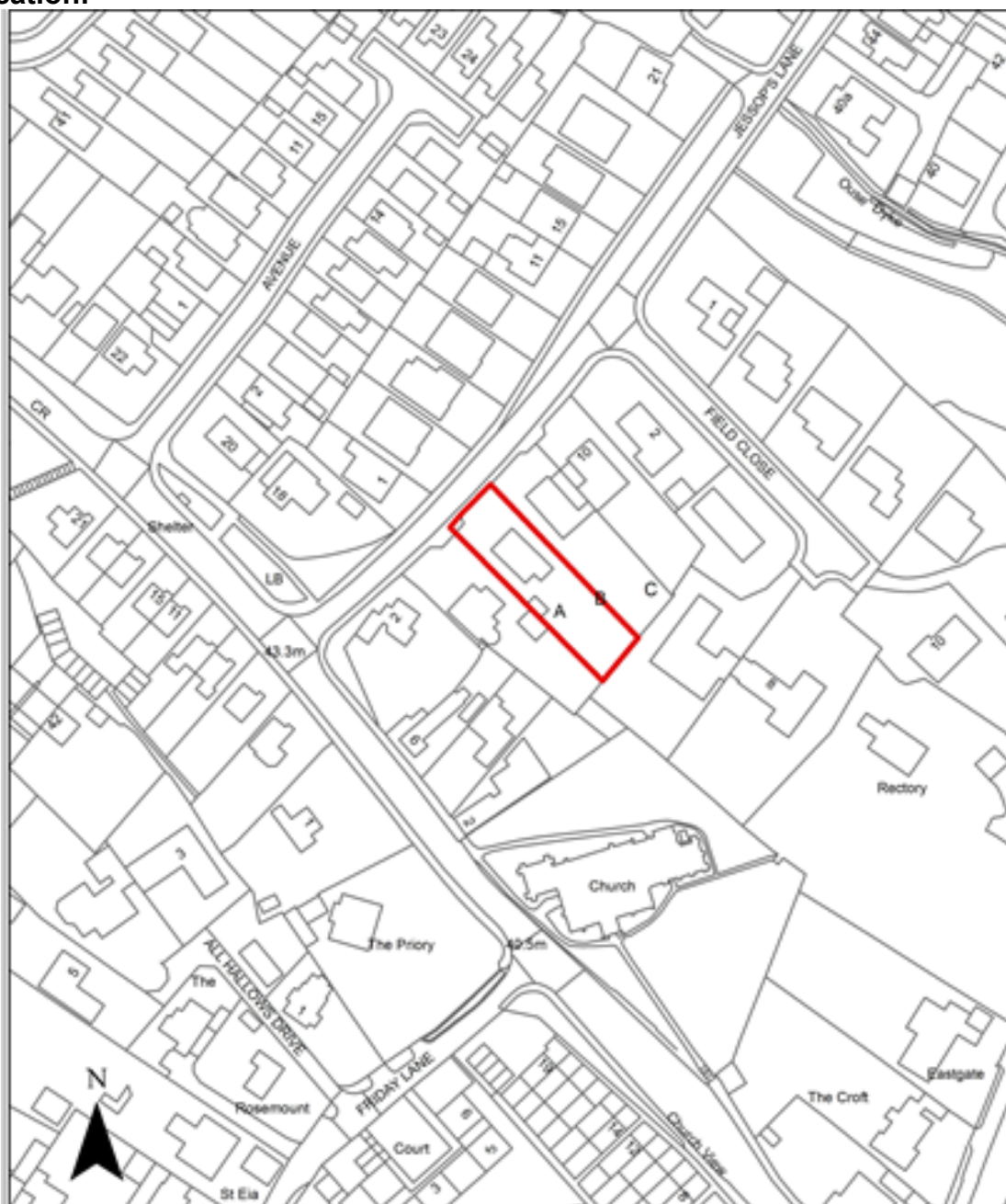




Application Number: 2017/0154

6 Jessops Lane Gedling Nottinghamshire NG4 4BQ

Location:



NOTE This map is provided only for purposes of site location and should not be read as an up to date representation of the area around the site.
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Report to Planning Committee

Application Number: 2017/0154

Location: 6 Jessops Lane Gedling Nottinghamshire NG4 4BQ

Proposal: Variation of condition 2 (approved plans) - 2016/0148
(ground & first floor extensions, and a detached garage)
Repositioning of garage towards front boundary, and
minor alterations to dwelling

Applicant: Mr Jamie Gleeson

Agent:

Case Officer: Amy Cockayne

Site Description

Located within the urban area of Gedling, the application site formally comprised of a detached bungalow set back from the boundary with the highway by approximately 10m. The land level of the site is set approximately 1m above the level of the road.

The levels in and around the site fall to the north-east, setting the application site at a higher level than the neighbouring property, 8 Jessops Lane (a detached bungalow) and lower than the neighbouring property 4 Jessops Lane (a two storey detached dwelling). All Hallows Church borders the site to the south-east.

The boundaries of the site are delineated by a 1m brick wall to the boundary with the highway, 1.8m close-board timber fencing and 2m brick wall to the boundary with the church grounds at the rear.

The original permission for the extensions and alterations to the existing property was granted on 10th June 2016 for ground and first floor extensions and a detached garage (planning ref. 2016/0148). This permission allows a two storey dwelling on the site. Works started on site around September 2016. An enforcement case was opened in October 2016 after a complaint was received that the garage to the front of the dwelling was not being built in accordance with the approved plans.

As of March 2017, building works are not completed and the works to the main dwelling are still being carried out at the site.

Proposed Development

The application seeks to vary Condition 2 of the original permission 2016/0148 in relation to the positioning of the garage to the front of the dwelling and alterations to

the single storey aspect rear of the dwelling. As works have commenced, permission is sought retrospectively.

The detached single garage has been built forward of the position approved. The garage is set-back approximately 1.2m from the front boundary with the highway. The garage has a footprint of 5.5m x 3.95m. The roof is dual pitched with gabled front and rear elevations. The eaves are 2.59m, and maximum ridge height of 3.87m.

The alterations to the single storey projection to the rear of the property include an increase of the width of the ground floor by 0.5m to the north-eastern elevation. The original flat roof is proposed to be altered to a double gable to a maximum ridge height of 4.2m. It was established through a site visit in March 2017 that this element of the development has not been constructed in accordance with the original permission or the revised plans, and the roof of the single storey extension includes a single gable and mono-pitch design.

Consultations

Neighbours were notified and a site notice posted near to the site. Five letters of objection were received (two letters from the same address) in relation to the garage. The grounds of objection include the following:-

- ☐ Overpowering in size and height
- ☐ Out of character
- ☐ Intrusive appearance
- ☐ Untidy/chaotic appearance on street-scene
- ☐ Overshadowing
- ☐ Applicant has a disregard for planning process
- ☐ Materials should be brick not render

In addition, one letter in support of the application has been received with grounds of support summarised as:-

- ☐ Structure will remain in clear view from each position, all be it 200cm further from the road
- ☐ 'Uneven' appearance in respect of street-scene
- ☐ Moving garage back would be poor decision

Planning Considerations

The main planning considerations in the determination of this application are the visual impact of the proposal on the character and appearance of the property and the locality, off-street parking provision and the impact on neighbouring residential properties.

At the national level, the NPPF is relevant. At the heart of the NPPF there is a presumption in favour of sustainable development. The following policies are relevant to the application:

National Planning Policy Framework:

- ☐ Part 7 – Requiring good design

Gedling Borough Council Aligned Core Strategy 2014:

- ☐ Policy 10 – Design and Enhancing Local Identity

Gedling Borough Council Replacement Local Plan (Saved Policies 2008):

- ☐ ENV1 – Development Criteria
- ☐ H10 – Extensions

Most recently, the Local Planning Document Publication Draft (LPD) has been in preparation, published and subject to examination.

Paragraph 216 of the NPPF sets out that from the day of publication, weight may be given to relevant policies in emerging plans depending on how advanced the Plan is and whether there are extant objections. At the present time, it is considered that the following LPD policies are relevant and may be given moderate or limited weight, depending on whether or not there are unresolved objections:

- ☐ LPD 32: Amenity (moderate weight)
- ☐ LPD 35: Safe, Accessible and Inclusive Development (limited weight)

Single Storey Rear Extension

The alteration of the dwelling from a bungalow to a two storey dwelling has been established through the previous permission granted in June 2016. There are no policy implications through the publication of the Local Planning Document that would suggest that this development is no longer acceptable. The proposed alterations to the development relate to the single storey element to the rear of the development and include a slight enlargement and double roof gable. As noted previously in this report, the development has been constructed to include a single gable and mono-pitch design.

In relation to the impact upon the visual amenity of the locality and impact to residential amenity of neighbouring properties, I am satisfied the alterations to the main dwelling accord with Saved Policies ENV1 and H10 of the Replacement Local Plan and NPPF Part 7 which refers to good design.

Garage

Gedling's SPD: Parking Provision for Residential Development is relevant. As with the original permission for the development at 6 Jessops Lane, I consider there is provision for off-street parking for up to three vehicles, including within the detached garage. This would accord with the requirements of the SPD. The current access serving the site from the highway would not change and there are therefore no concerns in relation to impact upon highway safety or the highway network.

I am of the opinion that the revised positioning of the garage to the front of the dwelling results in an unduly prominent feature within the street-scene. The prominence of the garage building is considered to be particularly dominant upon the approach along Jessops Lane from the south-west and when viewed from opposite the property.

Saved Policy ENV1 of the Replacement Local Plan states that proposals should not adversely affect the area by reason of its form and layout. The garage is considered to have an incongruous appearance and poor relationship with the surrounding

properties, which is exacerbated by the variation in height of the land levels in and around the application site (the garage is approximately 1m above the adjacent highway level). The side elevation of the garage building currently partially built on the site is situated approximately 1.2m from the front boundary with the highway, along with its elevated position above the adjoining highway land it is my opinion that the development does not make a positive contribution to the public realm and sense of place as required by Policy 10 of the Aligned Core Strategy.

It is therefore considered that the proposed development at 6 Jessops Lane, in relation to the repositioning of the garage to the front of the dwelling, does not accord with Saved Policy ENV1 of the Replacement Local Plan, Policy 10 of the Aligned Core Strategy for Gedling (2014) and the emerging Policy LPD 35 of the Local Planning Document (published 2016) which states that development should establish a setback that relates to the street alignment.

Therefore due to the reasons set out above, I consider that the development does not accord with the aims of the above policies and recommend that planning permission be refused on the grounds of the proposal resulting in an unduly prominent and incongruous feature in the street-scene.

Recommendation:

To REFUSE PLANNING PERMISSION.

1. In the opinion of the Borough Council, the garage element of the development results in an unduly prominent and incongruous feature in the street-scene due to the elevated position of the garage in very close proximity to the highway boundary. As such, the proposed development would be contrary to Policy ENV1 of the Replacement Local Plan (Certain Policies Saved 2014), Policy 10 of the Aligned Core Strategy for Gedling Borough, NPPF Part 7 'Requiring good design' as well as the Policy LPD 35 'Safe, Accessible and Inclusive Development' of the emerging Local Planning Document.