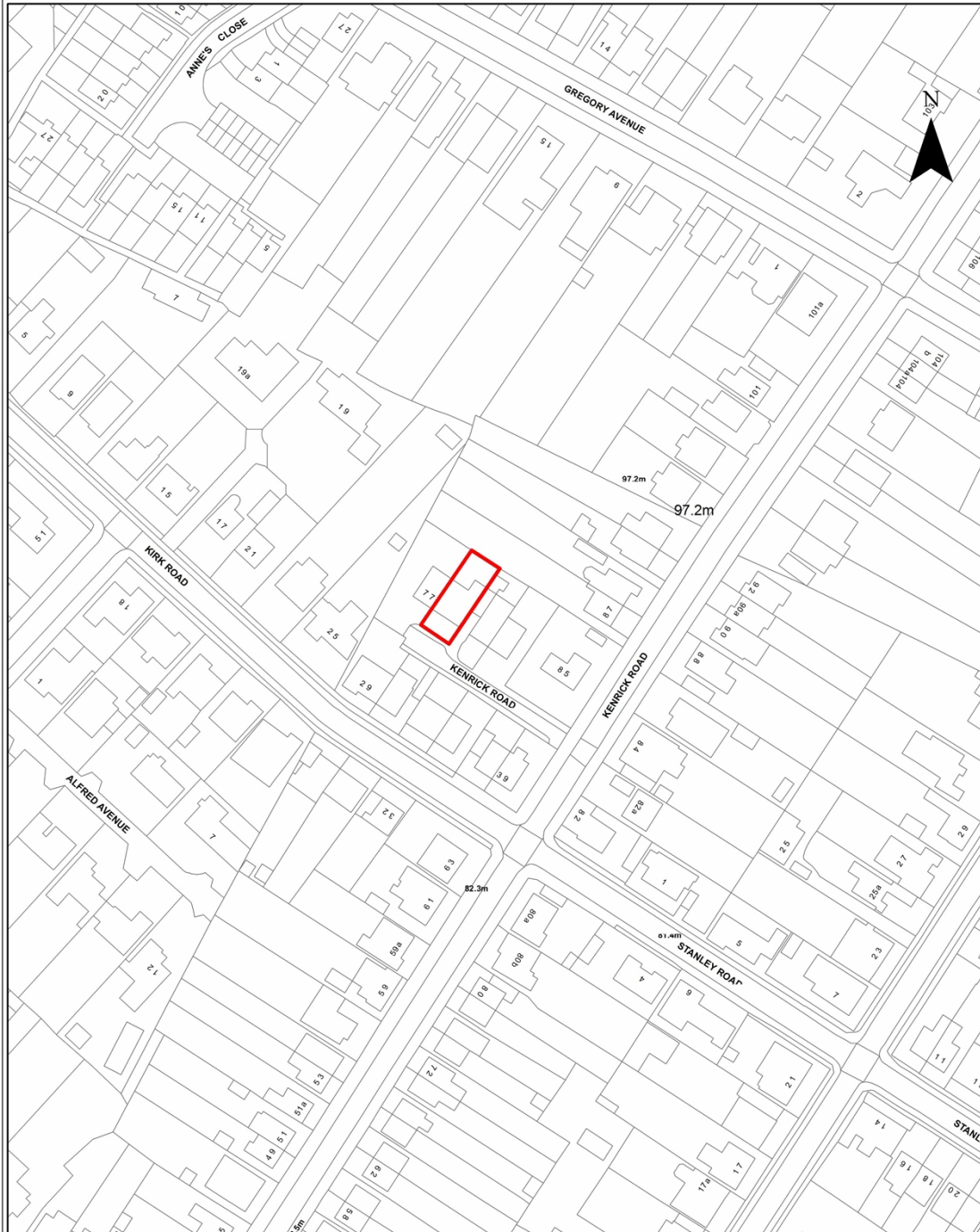




## Planning Report for 2019/0118

1:1,250

79 Kenrick Road Mapperley



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:** 2019/0118

**Location:** 79 Kenrick Road Mapperley

**Proposal:** Provision of external lift to front of property and associated external works.

**Applicant:** Mr Christopher Mellor

**Agent:** Gedling Borough Council

**Case Officer:** Lewis Widdowson

**Gedling Borough Council is acting as agent for this application therefore, in accordance with the Council's Constitution, this application has been referred to Planning Committee.**

### **1.0 Site Description**

- 1.1. The application site relates to 79 Kenrick Road, a semi-detached dwelling which is situated within the established residential area of Mapperley. The property is located to the west of Kenrick Road accessed by an unadopted road which serves three other dwellings.
- 1.2. The dwelling is set approx. 2 metres above the street level accessed via a ramp along the western boundary and steps to the east which run along the front of the property.
- 1.3. The land to the front of the dwelling is currently hard surfaced to allow off street parking for two vehicles. The property shares an open boundary with the neighbouring dwelling to the east whilst an evergreen hedge, approx. 2.5 metres in height delineates the shared boundary to the west.

### **2.0 Relevant Planning History**

- 2.1. On the 20<sup>th</sup> June 1990 conditional permission was granted for the erection of a "Two storey extension". App Ref: 90/0695.

### **3.0 Proposed Development**

- 3.1. This application seeks planning permission for the installation of an external lift to the front of the property and associated external works.

- 3.2. The proposed lift would be constructed along the western boundary in place of the existing ramp. It would measure approx. 1.5 metres in width, 1.2 metres in depth and would extend approx. 2.3 metres in height.
- 3.3. The associated external works include the excavation and reconstruction of the existing steps and level landing in front of the property using blockwork and brickwork to match the existing property. The level landing would extend approx. 1.2 metres beyond the front elevation of the property and would have a height of approx. 2.3 metres to provide access to the dwelling from the lift. The area of hard surfacing to the front of the property would be levelled off to match the existing street level.

#### **4.0 Consultations**

- 4.1. Letters were sent to immediate neighbouring occupiers and a site notice was posted near the application site. To date, no representations have been received.
- 4.2. The statutory consultation period ends on the 12<sup>th</sup> April 2019. Any comments received following the publication of the report will be reported verbally.

#### **5.0 Assessment of Planning Considerations**

- 5.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended) requires that 'if regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise'.
- 5.2. The most relevant national planning policy guidance in the determination of this application is contained within the National Planning Policy Framework 2019 (NPPF) and the additional guidance provided in the National Planning Practice Guidance (NPPG).

#### **6.0 Relevant Planning Policies**

- 6.1. National Planning Policy Framework (NPPF) 2019:

Section 2 – Achieving Sustainable Development.  
Section 4 – Decision-making.  
Section 12 – Achieving well-designed places.

- 6.2. Greater Nottingham Aligned Core Strategies Part 1 Local Plan 2014 –

Policy A – Presumption in Favour of Sustainable Development.  
Policy 10 – Design and Enhancing Local Identity.

- 6.3. Local Planning Document (LPD) 2018

Policy LPD 32 – Amenity.  
Policy LPD 57 – Parking Standards.  
Policy LPD 61 - Highway Safety.

- 6.4. The relevant planning policies that need to be considered in relation to highway matters are set out in the Parking Provision for Residential Development SPD. This document outlines that a dwelling within an urban area would need to provide no more than two off street parking spaces.

## **7.0 Planning Considerations**

- 7.1. The main planning considerations in the determination of this application are the visual impact of the proposal on the character and appearance of the locality, the impact on the amenity of neighbouring residential properties and any highway's safety issues which may arise as a result of the development.

## **8.0 Visual Amenity**

- 8.1. At a national level the National Planning Policy Framework (Feb 2019) is relevant. At the heart of the NPPF is a presumption in favour of sustainable development. The NPPF sees good design as a key element of sustainable development. Paragraph 124 of the NPPF states that good design is a key aspect of sustainable development creates better places in which to live and work and helps make development acceptable to communities.
- 8.2. Policy 10 of the Aligned Core Strategy goes on to state that all new development should be designed to make a positive contribution to the public realm and sense of place; create an attractive, safe, inclusive and healthy environment, reinforce valued local characteristics; be adaptable to meeting the changing needs of occupiers and the effects of climate change and reflect the need to reduce the dominance of motor vehicles. Development will be assessed in terms of its treatment of a number of specified elements.
- 8.3. It is considered that the proposed development would not result in any adverse effect on the character or appearance of the locality. The proposed lift would be in keeping, in terms of its scale and bulk, with the existing frontage of the property and in my opinion would not detract from the residential nature of the site. I am mindful that the level landing is already in place and I consider that the associated engineering works would only improve the external appearance of the dwelling. I note that the neighbouring dwelling to the east, no. 81 Kenrick Road, already has a front decking area which extends the full depth of its frontage. Taking the above into account I do not consider that an access lift and level landing area at the application site would result in an incongruous feature. I also consider that the materials proposed, both in relation to the lift and level landing, are acceptable in this location and would complement the existing dwelling.
- 8.4. In light of the above it is my opinion that the development would accord with Part 12 of the National Planning Policy Framework and Policy 10 of the Aligned Core Strategy.

## **9.0 Impact upon residential amenity**

- 9.1. Policy 32 of the Local Planning Document outlines that planning permission will be granted for development proposals that do not have a significant adverse impact on the amenity of nearby residents or occupiers.
- 9.2. Impact upon residential amenity of the surrounding properties has been carefully considered. I am satisfied, given the scale of the proposal and its relationship with neighbouring dwellings, that there would be no undue overbearing or overshadowing impact created by the development. The proposed development would be constructed along the western boundary of the site adjacent to the existing evergreen hedge.
- 9.3. Whilst I note the rear elevations of the dwellings accessed via Kirk Road to the south I do not have any concerns regarding any unduly detrimental overlooking impact created by the development.
- 9.4. It is therefore considered that the proposal meets with the objectives of Policy LPD 32 of the Local Planning Document.

## **10.0 Highways matters**

- 10.1. I am satisfied that the proposed development would retain the existing off street parking provision, by way of the existing hard surfaced area to the front of the building. I do not therefore have any concerns relating to highway safety and consider the development is in accordance with policies 57 and 61 of the Local Planning Document.

## **11.0 Conclusion**

- 11.1. The proposal has been assessed against the relevant national and local planning policies. It is considered that the proposal is considered to be of a high standard of design and would not have an undue impact on the amenity of neighbouring properties or the surrounding highway network.
- 11.2. The proposal therefore meets with the objectives of the National Planning Policy Framework, Policies A and 10 of the Aligned Core Strategy, and Policies 32, 57 and 61 of the Local Planning Document.

## **12.0 Recommendation GRANT PLANNING PERMISSION subject to the following conditions:-**

### **Conditions**

- 1 The development must be begun not later than three years beginning with the date of this permission.
- 2 This permission shall be read in accordance with the Application Form, Site Location Plan and Block Plan submitted on the 7th of February 2019 and the

Elevation Plan submitted on the 13th February 2019. The development shall thereafter be undertaken in accordance with these details.

## **Reasons**

- 1 In order to comply with Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 For the avoidance of doubt and to define the terms of this permission.

## **Reasons for Decision**

In the opinion of the Borough Council the proposed development is visually acceptable, results in no significant impact on the amenity of neighbouring residential properties and would not have any adverse impacts on Highways Safety. The development therefore accords with the objections of the National Planning Policy Framework, Policy A and 10 of the Aligned Core Strategy and Policies 32, 57 and 61 of the Local Planning Document.

## **Notes to Applicant**

Planning Statement - The Borough Council has worked positively and proactively with the applicant in accordance with paragraph 38 of the National Planning Policy Framework (2019). During the processing of the application there were considered to be no problems for which the Local Planning Authority had to seek a solution in relation to this application.

The attached permission is for development which will involve building up to, or close to, the boundary of the site. Your attention is drawn to the fact that if you should need access to neighbouring land in another ownership in order to facilitate the construction of the building and its future maintenance you are advised to obtain permission from the owner of the land for such access before beginning your development.

The applicant is advised that all planning permissions granted on or 16th October 2015 may be subject to the Community Infrastructure Levy (CIL). Full details of CIL are available on the Council's website. The proposed development has been assessed and it is the Council's view that CIL is not payable on the development given that there is no net additional increase of floorspace as a result of the development.