



**Melton  
Borough  
Council**

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# Planning Committee

3<sup>rd</sup> June 2020

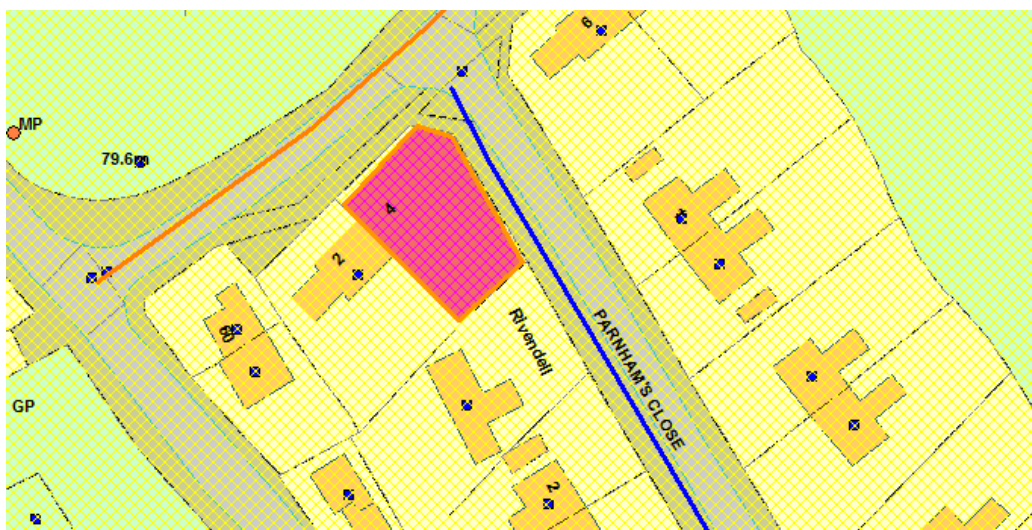
Report of: Assistant Director for Planning and Delivery

## 21/00290/FULHH– 4 Hecadeck Lane, Nether Broughton LE14 3EZ Ground and first floor extension to kitchen, including dropped curbs to front and side of the property.

Applicant: Miss Jazz Gallocker

<b>Corporate Priority:</b>	Delivering sustainable and inclusive growth in Melton
<b>Relevant Ward Member(s):</b>	Old Dalby – Councillor Joe Orson
<b>Date of consultation with Ward Member(s):</b>	21st April 2021
<b>Exempt Information:</b>	No

### 1 Summary



- 1.1 The application site is located to a prominent corner location, on the southern side of Hecadeck Lane and sides onto Parnhams Close which lies within Nether Broughton. Hecadeck Lane is a one way street running southwest to northeast with dwellings initially positioned to the south of the highway. To the north and opposite the site is vacant land which has an extant planning permission for up to 25 dwellings.
- 1.2 The site comprises a semi detached two storey and single storey brick built dwelling, under a red concrete tile roof line and is one of two identical pairs either side of the entrance to Parnhams Close, fronting Hecadeck Lane. The site appears to have two access points used for parking, one from Hecadeck Lane and the other from Parnhams Close which are believed to have been in use for several years.
- 1.3 The application seeks approval for a first floor extension above the existing single storey side element, which includes a further front and rear addition to provide for a larger kitchen, dining and boot room to the ground floor with a master bedroom above within the eaves. The application also seeks approval for the provision of a dropped kerb to Hecadeck Lane being a classified highway.

<b>Recommendation(s)</b>
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<b>1. It is recommended the application is APPROVED</b>
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## **2 Reason for Recommendations**

2.1 In the opinion of the Local Planning Authority the proposed development, by reason of siting and design, would result in a development that would appear complimentary to the existing built form and would be sympathetic to the character of the area, thus having no detrimental impact on the visual amenity of the site. The proposed development would not appear alien in form and respects the wider character of the area and would not be considered to have a detrimental impact on its users or the occupiers of neighbouring units. The proposed development would therefore accord to Policies D1 and SS1 of the Melton Local Plan, Policy S1 and H6 of the Nether Broughton and Old Dalby Neighbourhood Plan and the overall aims of the National Planning Policy Framework 2019

## **3 Key Factors**

### **3.1 Reason for Committee Determination**

3.2 The application is required to be considered by the Committee because it is submitted by an employee of the Council.

### **3.3 Relevant Policy context**

3.3.1 The Melton Local Plan 2011-2036 was adopted on 10<sup>th</sup> October 2018 and is the Development Plan for the area. Policies SS1, D1 apply.

3.3.2 No inconsistency with the NPPF has been identified that would render Local Plan Policies 'Out of Date'.

3.3.3 The Nether Broughton and Old Dalby Neighbourhood Plan was made in 2018 and carries full weight. Policies S1 and H6 apply

3.3.4 Please see Appendix D for a list of all applicable policies.

### 3.4 **Main Issues**

3.4.1 The key issues for this application are considered to be:

- Principle of development
- Impact upon the character of the site and surrounding
- Impact upon residential amenities
- Impact upon highways and parking

## 4 **Report Detail**

### 4.1 **Position under the Development Plan Policies**

4.1.1 The site is within the village of Nether Broughton where Policy SS1 applies; this relates to sustainable development. For the Local Plan Policy D1 relates to visual and residential amenities.

4.1.2 Neighbourhood Plan Policy S1 'Limits to Development' states development within the limits will be viewed positively where in accordance with other policies within the Plan subject to accessibility, design and amenity considerations. Policy H6 Housing Design seeks development to enhance and reinforce local distinctiveness, the scale, density, height, massing, design, layout and materials should be sympathetic to the character and appearance of the neighbouring buildings and the surrounding area and development should not have an unacceptable impact on general amenity.

### 4.2 **Principle of Development**

4.2.1 There is a presumption in favour of extensions to dwellings subject to factors such as visual amenity, residential amenity and the impact on the character of its locality; these are addressed below.

### 4.3 **Impact upon the character of the site and surrounding area**

4.3.1 Policy D1 of the Local Plan requires new development to be of high quality design regarding layout, context, amenity, landscaping and connectivity. Policy H6 of the Neighbourhood Plan relates to housing design and states that development proposals should have regard to density, size, scale, massing and height that reflects the character of the settlement, giving an impression of space, pleasant street scenes and an inclusive road layout with short cuts linking existing roads together. In addition attention should be given to design and materials and retaining the integrity of the rural character of the individual settlement.

4.3.2 The proposal has been designed to utilise as much of the existing footprint of the single storey element to the north east gable end and has the appearance of being set down and back with a reduced ridge height. The additions appear subordinate and subservient to the host dwelling and therefore acceptable ensuring that the proposal sits well within the context of the site.

4.3.2 Constructed of materials to match, the foot print will be extended a mere 1.5 metres to the rear and 2.6 metres to the front, providing for an extended ground floor kitchen and dining area with a master bedroom above within the dormered roof space. This will ensure its increase in size and massing will remain minimal and therefore acceptable and sympathetic in appearance without having any adverse impact on that of the streetscene or its locality.

4.3.4 The property currently appears to have 2 cross over points to enable parking within the site which have been in situ in excess of 10 years. The provision of the dropped kerbs will enable vehicles to be parked safely within the site and off the highway. Although this will involve the removal of some of the grass verge. Such development would not appear alien in form or within the context of the streets scene as is already seen to be undertaken by the adjoining neighbour and considered acceptable in this respect, subject to any provisions required by the Highway Authority as addressed below.

4.3.5 As such, the proposal is considered acceptable by reason of siting, design, size and scale, being complimentary to the existing built form and would be sympathetic to the character of the area, thus having no detrimental impact on the visual amenity of the site and therefore complies with the aims of Policy D1 of the MLP and H6 of the NP

#### **4.4. Impact upon residential amenities**

4.4.1 The dwelling is a semi detached property at the corner of Hecadeck Lane and Parnhams Close. The location of the extension is positioned away from the adjoining neighbour at No 2 and of an acceptable distance from those to the rear on Parnhams Close and on the opposing side of the highway. The proposals would not be considered to have an adverse impact on the residential amenities of current or future occupiers of neighbouring properties and would comply with Policy D1 of the Local Plan.

#### **4.5. Impact upon Highways and parking**

4.5.1 Initial comments from the Highways Authority required further scaled plans being submitted to demonstrate the site being capable of providing the required two parking spaces for a three bedroom house within the site with requisite visibility spays. A revised plan has now been submitted which the Highways Authority are satisfied the required parking spaces can now be accommodated to the rear via Parnhams Close and is acceptable, despite the parking to the front of the dwelling which remains substandard.

4.5.2 Notwithstanding, the above, the LPA acknowledges the Highways objection that no standard 4.8 metre parking space can be demonstrated to the front, it is however recognised and stated by both the HA and LPA that the use has been in situ for more than 10 years. Therefore, on balance it is considered this should not constitute a fundamental objection to the proposal in relation to parking at the front, accordingly in the event of a Certificate of Lawfulness being submitted, it would be unlikely to be refused and is therefore a material consideration.

### **5 Consultation & Feedback**

5.1 A site notice was posted and 5 neighbours were notified. As a result, no letters of representation has been received to date.

5.2 Parish Council; The Parish Council comments are reported below

5.3 LCC Highways; The Local Highway Authority are satisfied with the parking provision on Parnham's Close meets the requirements for that of a three bedroom property however defers the Local Planning Authority to current standing advice in respect of any additional parking to the front on Hecadeck Lane.

### **6. Financial Implications**

6.1 None identified.

### **7. Legal and Governance Implications**

7.1 No specific issues are identified. The application is being considered by the Committee under the scheme of delegation within the Constitution. Legal advisors will also be present at the meeting.

Legal Implications reviewed by: Tom Pickwell (Solicitor)

## 8 Background Papers

8.1 There are no relevant historic applications.

## 9 Appendices

A: Consultation responses

B: Representations received

C: Recommended condition

D: Applicable Development Plan Policies

<b>Report Author:</b>	<b>Debbie Wetherill</b>
<b>Report Author Contact Details:</b>	dwetherill@melton.gov.uk
<b>Chief Officer Responsible:</b>	<b>J Worley, Assistant Director Planning and Delivery</b>
<b>Chief Officer Contact Details:</b>	01664 502359 jworley@melton.gov.uk

## Appendix A : Summary of Statutory Consultation Responses

### Highways

#### Site Access/Internal Layout

Having reviewed the Parking Provision, drawing number MJ015 dated May 2021 the LHA make the following comments.

As mentioned within the observations dated 21 April 2021, the applicant had stated 3 to 4 off street car parking spaces were to be provided with the site. Parking Provision, drawing number MJ015 dated May 2021, only demonstrates 2 spaces accessing the highways onto Parnham's Close. However, the Local Planning Authority (LPA) have confirmed the dwelling will be a 3 bedroom dwelling should the proposal be granted.

Para 3.173 of the Leicestershire Highways Design Guide (LHDG) states 2 off street car parking spaces should be provided for a 3 bedroom dwelling. As such the LHA can confirm the quantum of off street car parking has been achieved at access 2. Onto Parnham's Close as demonstrated on parking Provision, drawing Number MJ015 dated May 2021.

The LHA would question the need for a second extended vehicle cross over given the applicant has not demonstrated on Parking Provision, drawing number MJ015 dated May 2021 that this is required for parking provision. As such the LHA would request that further information is provided by the applicant as to the necessity of a second extended vehicular crossover onto Hecadeck Lane.

If the applicants intention to utilize the access for future off street car parking, the applicant should consider the below before submitting the revised scaled plan

### Access and Internal Layout one (Hecadeck Lane)

Parking Provision, drawing number MJ015 dated May 2021 shows an access width of 8.1 m whilst not demonstrating any off street car parking provision utilizing the access. The LHA consider the access to be over engineered in terms of figure DG20 of the LHDG given that the minimum width for a single dwelling is 2.75m.

As previously stated in the observations dated 21 April 2021, any car parking should be in line with 3.188 of LGDG. This states that the car parking spaces provided for the dwelling should be a minimum of 5.5 x 2.4, if these spaces are bound by wall or fence a further 0.5m will be required, however if bound on both sides a total of 1 m in total should be added.

Off street car parking spaces should be perpendicular to the highways and not parallel. This is to ensure the access is safe and suitable for all users in terms of vehicular visibility when reversing onto a classified C road. This is in the interest of highway safety in line with paragraph 108 of the National Planning Policy Framework (2019)

### Parish Council

They discussed the ground floor extension and have no objection to this but share Highways concerns regarding the dropped curb. The parish council also have concerns regarding the timing of this work in relation to the approved application for 20 houses directly opposite, and would like to see a construction / traffic action plan regarding this work and the impact on Hecadeck Lane during this time.

## **Appendix B : List of applicable Development Plan Policies Melton Local Plan**

Policy SS1 – Sustainable Development

Policy D1- Raising the Standard of Design

### **Broughton and Old Dalby Neighbourhood Plan**

Policy S1 – Settlement boundary

Policy H6 – Housing design

## **Appendix C : Recommended Conditions**

1. The development shall be begun before the expiration of three years from the date of this permission.

**Reason:** To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by S51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with drawings

- MJ010 Location and Site Plan
- MJ002 Proposed Ground Floor Plan
- MJ003 Proposed First Floor Plan
- MJ 004 Proposed Front Elevation
- MJ005 Proposed Side Elevation
- MJ006 Proposed Rear Elevation
- MJ007 Proposed Side Elevation

Received by the Local Planning Authority on 12 March 2021

**Reason:** For the avoidance of doubt.

**3.** The car parking shall be provided, hard surfaced and made available for use within the site as detailed and shall thereafter be permanently so maintained.

**Reason:** To ensure that adequate off-street parking provision is made to reduce the possibilities of the proposed development leading to on-street parking problems in the area.

**4.** The external materials to be used in the development hereby permitted shall be in strict accordance with those specified in the application unless alternative materials are first agreed in writing by the Local Planning Authority. The development shall be carried out in strict accordance with the approved details.

**Reason:** To ensure the finished development is of a high standard of design as indicated by the submitted plans.