DELEGATED REPORT / CASE OFFICER'S ASSESSMENT

Ref No: ST/0492/19/HFUL
Proposal: Single storey extension to rear, demolition of existing garage and construction of new garage
Location: 50 Lisle Road
South Shields
NE34 6DH

Site Visit Made: 22/07/2019

Relevant policies/SPDs

1 DM1 - Management of Development (A and B)

2 SPD9 - Householder Developments

Description of the site and of the proposals

This application relates to an east facing semi detached bungalow in the established residential area of South Shields. The property has a hipped roof and to the rear there is a hipped roof rear projection which is part of the original property. To the southern side of the property there is a driveway leading to a detached garage which is located within the large rear garden.

This application seeks full planning permission to construct a detached garage (following the demolition of the existing garage) and to construct a rear extension. The rear extension would comprise of two parts. There would be a flat roof element located to the rear of the existing rear projection and there would be a pitched roof element to the southern side of the existing projection.

Publicity / Consultations (Expiry date 19/07/2019)

1) **Neighbour responses - none**

2) **Other Consultee responses - none**

Assessment

In assessing this application due regard has been had to the requirement of section 149 of the Equality Act 2010. The main considerations are the impacts the development will have on visual amenity and residential amenity, all of which LDF Policy DM1 seeks to preserve.

SPD9 states that single storey rear extensions that would extend beyond the rear wall of the original dwelling house by up to 3 metres in respect of semi-detached or terraced houses will generally be acceptable.

The rear extension would comprise of two parts. The flat roof element would project 3.2m beyond the rear elevation of the existing hipped roof projection (which is part of the original dwellinghouse). This would be 0.2m greater than the distance as set out in SPD9, although that would be acceptable on balance given the small additional projection. The flat roof extension would be adjacent to the site's northern boundary with No. 48 Lisle Road. That property has a flat roof rear extension and a flat roof conservatory upon the boundary. Whilst there are windows in the side elevation of that conservatory facing the boundary, they are obscurely glazed and SPD9 states that the planning system cannot protect

any outlook afforded from such windows. Consequently it is not considered that there would be any adverse impact upon the residential amenity of No. 48 as a result of the flat roof rear extension.

The flat roof rear extension would be predominantly obscured from No. 52 Lisle Road to the south by the proposed garage but nevertheless would be located 8m from that boundary. Consequently there would be no significant adverse impact upon the residential amenity of No. 52. There are no residential properties to the rear: to the rear of the site lies Harton Academy School.

The pitched roof rear extension would project 3.7m from the main rear elevation of the host property and also would be attached to the southern elevation of the existing rear projection. Whilst the projection of the proposed pitched roof rear extension would be in excess of that set out in SPD9, the projection would be same as that of the existing projection, and so on balance this would be acceptable. Furthermore, there would be minimal impact upon the residential amenity of No. 52 Lisle Road to the south. The pitched roof rear extension would be set 3.2m from the shared boundary and so given that distance there would not be any significant loss of outlook to No. 52. Given the orientation of the two properties, the pitched roof rear extension would not lead to any significant overshadowing to No. 52. Whilst there would be a window in the southern elevation of the pitched roof rear extension, and indeed a window would also be inserted into the southern elevation of the existing property, these would be obscurely glazed and so would not result in any significant loss of privacy to No. 52.

It is not considered that the pitched roof rear extension would result in any significant adverse impact upon the residential amenity of any other residential properties. It would be obscured from No. 48 Lisle Road to the north by the exiting projection and there are no residential properties to the rear of the site.

In terms of design, the flat roof rear extension with roof lantern above and the pitched roof rear extension would not be highly visible within the wider street scene. There are a number of rear extensions in the surrounding area of a variety of design styles. Consequently the rear extensions would not result in a significant adverse impact upon the character and appearance of the area.

SPD9 states that detached garages should be subordinate to and reflect the character of the existing dwelling. Poorly designed detached garages can be overly dominant and be detrimental to the character of the area. The following matters should also be considered:

- the garage should be located to minimise impact on the street scene. Where possible, detached garages should be located to the side of the dwelling and set back from the front wall of the existing dwelling;
- the garage should be sited so as to retain a minimum driveway length of 5.5 metres between the garage door and the boundary edge of the adopted highway or shared service road verge, or 5.0 metres where a roller shutter garage door is used.

It is proposed to demolish the existing garage and to construct a new hipped roof garage. The garage would be set adjacent to the boundary with No. 52 Lisle Road to the south and would be set 2.4m further to the rear than the existing garage. It would have a length of 6.4m which would be 1.4m greater than the existing garage.

No. 52 has a garage upon the shared boundary which is adjacent to the existing garage and the site of the proposed garage. The proposed garage's front elevation would be set 1.6m further back than the front elevation of No. 52's garage and the rear elevation of the proposed garage would be set 0.6m further back than the rear elevation of No. 52's garage.

Given the presence of the garage to No. 52, the proposed garage would not result in any significant adverse impact upon the residential amenity of No. 52. The garage would not result in any significant adverse impact upon the residential amenity of any other properties.

SPD9 requires that the garage be sited to the side of the dwelling and set back from the front elevation. This proposal satisfies this requirement. The proposed driveway length of 19m would satisfy SPD9.

In terms of design the hipped roof garage would be in keeping with the character and appearance of the host property and surrounding area and so would be acceptable.

Summary

In conclusion the proposed rear extensions and detached garage would have no significant adverse impact upon the residential amenity of any neighbouring properties, or the character and appearance of the area. Consequently the proposal would comply with all relevant local and national planning policy; the application is therefore recommended for approval.

Recommendation

Grant Permission Householder with Conditions

Conditions

1 The development to which this permission relates must be commenced not later than 3 years from the date of this permission.

As required by Section 91 of the Town and Country Planning Act 1990 and to ensure that the development is carried out within a reasonable time.

2 The development shall be carried out in accordance with the approved plan(s) as detailed below

Drwg No. 02 received 18/06/2019
Drwg No. 03 received 18/06/2019

Any minor material changes to the approved plans will require a formal planning application under S73 of the Town and Country Planning Act 1990 to vary this condition and substitute alternative plans.

In order to provide a procedure to seek approval of proposed minor material change which is not substantially different from that which has been approved.

3 The external surfaces of the development hereby permitted shall be of similar appearance to those used in the construction of the exterior of the existing building on which the extension will form part. Unless otherwise agreed in writing by the Local Planning Authority pursuant to this condition.

To ensure a satisfactory standard of development and in the interests of visual amenity in accordance with South Tyneside LDF Development Management Policy DM1.

Informatives

1 In dealing with this application the Council has implemented the requirements of the National Planning Policy Framework to seek to approve applications for sustainable development where possible.

2 The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848.

Further information is also available on the Coal Authority website at: www.gov.uk/government/organisations/the-coal-authority

Case officer: Seán Gallagher
Signed:
Date: 24/07/2019

Authorised Signatory:
Date: