

2.2 Policies:

CYGP1
Design

CYH7
Residential extensions

3.0 CONSULTATIONS

3.1 Internal

Highway Network Management - Car parking and cycle storage are provided in line with CYC standards; no objections.

3.2 External

Hull Road Planning Panel - Object. The proposal constitutes an overdevelopment of the site which would harm the living conditions which neighbours could reasonably expect to enjoy.

Neighbour Consultation - At the time of writing this report 10 individual letters and 33 standard signed slips had been received from local residents. The following points were included on the signed slips:

The plans are merely a re-submission of the previous application which was refused but with the rooms relabelled. It is questioned what is the purpose of the extension. What would the storeroom and utility room be used for. Why does a 4 bedroom property need 3 bath/shower rooms. The point is made that should the application be approved the storeroom, utility room, and lounge could easily be changed into bedrooms as per the original application which would then change the dwelling into a HMO. It is concluded that the plans do not comply with Policy H7 of the Draft Local Plan.

The individual letters raised the following points:

- If permission is granted the original scheme which was refused is likely to be implemented. Just the door on the front elevation would need replacing with a window. This would in turn remove the cycle storage.
- The house is likely to be used by students.
- The applicant is buying a number of dwellings in the area and is altering them and converting them into student lets.
- The side extension is less in keeping with the main house than the original application because the window has been replaced with a door. The door is of unusual size and design and is out of keeping with the area.
- Emergency access and exits appear to be less than adequate.
- The four proposed bedrooms are big enough to be doubles meaning that up to 8 people could live in the property.
- Car parking levels are inadequate.
- The Badger Hill Estate is being over taken by development. The area is ideal for families but this is being eroded by development for students.

- Students do not look after properties as well as a householder normally would.
- When people sell their homes in Badger Hill they think they are selling to a family but in fact it is often a developer.
- If more bedrooms are added it is likely to result in more cars being parked on the road, this causes problems for road users as the house is close to a bend and the junction with Brentwood Crescent.
- The applicant may have purchased the two next door houses and thus it could result in 3 student lets all next to each other. There have been examples of students causing noise and nuisance in the area.
- The Council are complaining about a lack of suitable family housing in the city and yet houses keep being converted into student lets and HMO's.
- It is the job of the University to provide suitable housing for students not local householders.
- The cumulative adverse impact from the many extensions in the area which are used for student lets harms the amenity of local residents.
- There is no mention of any sound proofing to reduce noise generated within the property.
- Student lets are generally less well kept and lower the appearance of the area.
- The extension would block sunlight from entering the rear garden of 56 Crossways.

4.0 APPRAISAL

- 4.1 Key Issues: - Neighbouring Amenity
 - Street Scene

4.2 Draft Local Plan Policy CYGP1 states that development proposals will be expected to: respect or enhance the local environment and be of a density, layout, scale, mass and design that is compatible with neighbouring buildings and the character of the area. New developments should also ensure that residents living nearby are not unduly affected by noise, disturbance, overlooking, overshadowing or dominated by overbearing structures.

4.3 Draft Local Plan Policy CYH7 states that planning permission will be granted for residential extensions where: (a) the design and materials are sympathetic to the main dwelling and the locality of the development; and (b) the design and scale are appropriate in relation to the main building; (d) there is no adverse effect on the amenity which neighbouring residents could reasonably expect to enjoy; and (e) proposals respect the spaces between dwellings; and (g) the proposed extension does not result in an unacceptable reduction in private amenity space within the curtilage of the dwelling.

4.5 Draft Local Plan Policy CYT4 states that in all new developments, cycle parking provision will be required in accordance with specified standards.

4.6 Supplementary Planning Guidance 'A Guide to Extensions and Alterations to Private Dwelling Houses' March 2001 states that (1.25) Side extensions should be sympathetically designed to appear subservient to the main house. Their appearance will be improved if the extension is set back from the main building. (1.26) It is particularly important that the design of side extensions takes account of the height of the new building in relation to the distance from neighbouring properties.

4.7 Effect upon the Street Scene - The proposed two storey side extension complies with many of the design principles set out in the dwelling extension SPG. The two storey side extension is set back from the front of the house and set down from the ridge of the roof. The proposed extension is up to the boundary which is often not acceptable due to a terracing effect, however a precedent has been set in the area including at the next door property, 60 and at 53 Crossways across the road. It is considered that the proposed two storey side extension would not significantly harm the character and appearance of the area.

4.8 Effect Upon Neighbouring Property - 60 Crossways is the property next door which the proposed extension would protrude towards. 60 Crossways has this year received planning permission for a two storey side extension up to the property boundary. Neither extension would have any windows in its side elevation. The proposed extension at 58 would protrude 1.8 m in length at two storey level into the rear garden. This would create a large solid structure on the property curtilage boundary. This would have some outlook implications for 60 Crossways however on balance considering its orientation north of this property it is considered that the structure would not significantly harm the amenity of residents living at 60 Crossways. Residents living at the rear on Bishopsway are a sufficient distance away not to be harmed by the proposed extension.

4.9 The second reason for refusal of the previous application was a lack of cycle storage. This has been overcome by the introduction of a store room at the front of the proposed extension. The store room can be accessed straight from the front driveway through a new door. A condition can be imposed on any approval to ensure that this room remains for cycle storage.

4.10 Many of the neighbours concerns relate to the house being used by students. This is not a planning consideration in this application, the applicant has not stated who the occupiers of the property would be. Other concerns relate to the house being used as a HMO, this application is not for a change of use and if the house owner wishes to let to more than 6 individuals then a new planning application would be required. In many ways it is regrettable that a family area is being changed in character as houses are extended and let out on a short term basis. However, this application is merely judging the impacts of a two storey side extension which may or may not be used as a student let now or in the future, planning policy is not currently in place to stop this on an individual house by house basis.

5.0 CONCLUSION

On balance it is considered that the two storey side and rear extension would not cause significant harm to the street scene or the living conditions of local residents.

COMMITTEE TO VISIT

6.0 RECOMMENDATION: Approve

- 1 TIME2 Development start within three years
- 2 The development hereby permitted shall be carried out only in accordance with the following plans:-

Plans submitted to the City of York Council on 17/10/06

or any plans or details subsequently agreed in writing by the Local Planning Authority as amendment to the approved plans.

Reason: For the avoidance of doubt and to ensure that the development is carried out only as approved by the Local Planning Authority.

- 3 NOISE8 Restricted hours of work
- 4 VISQ1 Matching materials
- 5 Cycle parking provision as shown as a store room on the ground floor layout plan must be provided before the extension is occupied and thereafter retained for such use.

Reason: To comply with the Local Planning Authority's cycle parking standards.

7.0 INFORMATIVES:

Notes to Applicant

1. REASON FOR APPROVAL

In the opinion of the Local Planning Authority the proposal, subject to the conditions listed above, would not cause undue harm to interests of acknowledged importance, with particular reference to the impact on the street scene and the amenity of neighbours. As such the proposal complies with Policies GP1 and H7 of the City of York Draft Local Plan.

2. Please note that this approval does not include a change of use to convert the dwelling into a HMO. Therefore if at any point there is a wish to further increase the number of bedrooms at 58 Crossways the Local Planning Authority should be notified in writing prior to this development in order to establish whether further planning permission is required.

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