

COMMITTEE REPORT

Date: 5 January 2012 **Ward:** Osbaldwick
Team: Householder and **Parish:** Osbaldwick Parish
 Small Scale Team Council

Reference: 11/02965/FUL
Application at: 295 Hull Road Osbaldwick York YO10 3LB
For: Two storey rear and single storey side extensions
By: Mr A Sullivan
Application Type: Full Application
Target Date: 4 January 2012
Recommendation: Approve

1.0 PROPOSAL

THE SITE

1.1 The application site relates to a detached dwelling situated in a small cluster of varied property styles within a small cul -de -sac adjacent to the main dual carriage way known as Hull Road. The dwelling includes an attached flat roof garage on the side elevation, which projects projecting beyond the rear elevation occupying an extended kitchen/ utility area. The dwelling is positioned with an ample set back from the public foot path, comprising of a side driveway for off street parking and a grassed area in front of the principal elevation. The property has a larger than average enclosed rear garden.

THE PROPOSAL

1.2 Planning permission is sought to erect a single storey side and rear extension after demolition of the existing flat roof garage and rear extension. The extension would measure approximately 9.0 metres in total length (extending approximately 2.2 metres beyond the rear building line) by approximately 3.5 metres in width, set back from the principal elevation by approximately 1.2 metres. The extension would have a pitched roof of approximately 3.7 (max) in height reducing to approximately 2.2 metres (max) at the eaves height. In addition the application seeks planning permission for the erection of a two storey rear extension. This proposal would be set down from the ridge by approximately 1.8 metres forming a pitched roof, projecting approximately 2.1 metres in length into the rear garden. The proposed extension would provide an extension to an existing small third bedroom at first floor level and larger kitchen area on the ground floor. The application proposes to use brick work and roof tiles that match the appearance of the existing dwelling.

REVISED PLANS

1.3 The application is subject to revised plans submitted via email on 20th December 2012 (drawing number 067.001 revision C) to show off street parking for two cars to the side and front of the property. The revision includes an area shown for access into the rear garden and appropriate lockable cycle and bin storage.

1.4 The proposed application has been supported by a Design and Access Statement. And a Flood Risk Assessment confirming that the proposal is not situated within the indicative flood plains.

PROPERTY HISTORY

1.4 No relevant property history documented.

ADDITIONAL INFORMATION

1.5 The application has been called in to the East Area Committee for a decision by Councillor Mark Warters for reasons stated in para 3.5 (letter on file). A site visit is also recommended so that Members can appreciate the application.

2.0 POLICY CONTEXT

2.1 Development Plan Allocation:

City Boundary GMS Constraints: York City Boundary 0001

DC Area Teams GMS Constraints: East Area (1) 0003

2.2 Policies:

CYGP1
Design

CYH7
Residential extensions

3.0 CONSULTATIONS

3.1 INTERNAL:

None

3.2 EXTERNAL:

THIRD PARTIES:

3.3 Osbaldwick Parish Council:

Parish object on the following grounds:

Overdevelopment resulting in the availability of 5 bedrooms and use of dwelling as a H.M.O.

Loss of car parking by enclosure of garage and being close to the doctors surgery would result in on street parking.

3.4 Neighbour consultation letters sent 16.11.11 objection responses received from the following neighbours :

297 Hull Road , and 291 Hull Road (included a petition with 283, 285,287 ,293, 295, 299 Hull Road

The objections relate to the following matters.

- Property to be occupied by students.
- Lack of car parking spaces - cars parked on the road causing a traffic hazard.
- Over development/ out of character of the existing dwelling.
- Loss of light into rear garden areas.
- Drainage problems with the additional amount of people living in the house.
- Reduction in property value.

3.5 Councillor Warters has called in the application for Committee consideration and raised concerns on the following issues:

- Neighbour Amenity.
- Over development
- Allow neighbours and parish council to highlight concerns to the members.

4.0 APPRAISAL

4.1 KEY ISSUES:

- Impact on amenity of neighbours.
- Impact on street scene.
- Off street parking and Cycle storage.

THE RELEVANT POLICES AND GUIDANCE

4.2 PLANNING POLICY STATEMENT 1 sets out the Government's overarching planning policies. It sets out the importance of good design in making places better for people and emphasises that development that is inappropriate in context or fails to take the opportunities available for improving an area should not be accepted.

4.3 DRAFT LOCAL PLAN POLICY CYH7 - "Residential Extensions" states that residential extensions will be permitted where (i) the design and materials are sympathetic to the main dwelling and the locality (ii) the design and scale are appropriate to the main building (iii) there is no adverse effect upon the amenities of neighbours.

4.4 DRAFT LOCAL PLAN POLICY CYGP1 - "Design" sets out a series of criteria that the design of development proposals would be expected to meet. These include requirements to (i) respect or enhance the local environment, (ii) be of a density, layout, scale, mass and design that is compatible with neighbouring buildings, spaces and the character of the area using appropriate building materials; (iii) avoid the loss of open spaces, important gaps within development, vegetation, water features and other features that contribute to the quality of the local environment; (iv) retain, enhance and/or create urban spaces, public views, skyline, landmarks and other townscape features which make a significant contribution to the character of the area, and take opportunities to reveal such features to public view; and (v) ensure that residents living nearby are not unduly affected by noise, disturbance, overlooking, overshadowing or dominated by overbearing structures.

4.5 Supplementary Planning Guidance 'A Guide to Extensions and Alterations to Private Dwelling Houses' March 2001 states that (1.12) Good design and a scale of development that respects the original dwelling and established pattern of development are essential to making a quality extension.

VISUAL AMENITY

4.6 The proposed two storey rear extension would be set down from the ridge by approx 1.8 metres projecting approximately 3.8 metres in width on the rear elevation. The total additional length would be approximately 2.2 metres situated within a generous rear garden area. The design of the extension would incorporate a hipped roof, which matches the existing dwelling and would slope away from the shared boundary, reducing its massing and dominance for the neighbour at 263 Hull Road. The additional windows would follow the pattern of the existing windows serving a bedroom at first floor and kitchen extension on the ground floor. The applicant intends to use materials that match the existing dwelling. Therefore, taking account of the rear position and size it is not considered that the extension would significantly detract from the character of the existing dwelling.

4.7 The extension on the side and rear elevation would occupy the area between the existing dwelling and the common boundary with the dwelling at (263), replacing an existing flat roof garage and rear extension. The development would sit comfortably with the host dwelling positioned on the existing driveway, located approximately 7.2 metres from the public footpath and relates well to the existing area, which has noticeable extensions on side elevations.

RESIDENTIAL AMENITY

293 Hull Road

4.8 In terms of residential amenity the closest neighbour to the development is the property at 293 Hull Road. The rear garden of this property has been visited. This property has a modest extension at ground floor level which incorporates an external rear access into the kitchen area closest to the shared boundary. The two storey rear extension would be situated approx 2.2 metres from the shared boundary (at 293), and is considered to be designed appropriately with a set down from the host roof. In terms of loss of light it is not considered that the proposal would have any significant additional impact on the amount of sunlight entering the adjacent property, which is located to the north west of (293). Furthermore, no principal rooms or garden areas would be materially affected. In terms of overlooking and loss of privacy the window proposed on the rear elevation would not create any additional overlooking than the present situation.

4.9 The side and rear extension would be separated from the side kitchen window at no. 293 by a 1.8 metre boundary fence. The property faces northwest to the adjacent neighbour, and it is not considered that there would be any material impact on light or outlook, nor would the extension have an unduly overbearing impact due to it being single storey. The position size and scale of the replacement rear extension is not considered to have an unduly detrimental impact on the amenity of the adjacent neighbours in terms of loss of light or overshadowing.

297 Hull Road

4.10 The occupiers of 297 Hull Road are separated from the two storey extension by extensive boundary treatment. The single storey side and rear extension would not be visible from living areas of this property.

THIRD PARTY OBJECTIONS:-

OCCUPATION BY STUDENTS

4.11 Consultation responses from the surrounding residents mainly relate to the extension resulting in the provision of additional occupation by students. The layout of the extended property would provide an extension to the existing small third

bedroom and larger kitchen area, therefore it is not envisaged that there would be additional people living at the dwelling. However, it is the case that the occupation of the property by up to six individuals living together as a single household would not currently require planning permission. Should the property be occupied by more than six people, either now or in the future, and then there is a possibility that the property would fall outside the "Class C4" use class and planning permission may then be required. It is considered that this matter can be addressed by means of an informative on the decision notice.

LACK OF PARKING/ON STREET PARKING

4.12 These concerns raised by the local residents are appreciated in this location, however the proposal conforms to the Council's maximum car parking standards and therefore no objections could be sustained on these grounds. In addition, there are no car parking restrictions on Hull Road and the width of the highway allows cars to be parked on the roadside whilst also allowing cars to pass. In addition there is a distance of 900mm between the application site and the dwelling at 297 Hull Road for access into the rear garden where a lockable timber shed would be provided that will accommodate cycles.

OVER DEVELOPMENT

4.13 In terms of the amount of development proposed to the property, it is considered that the projection of the two storey rear extension is a relatively modest addition to the size of the main house and its relatively large garden. It is also the case that in isolation the extension could be erected without the requirement of planning permission. This is because permitted development allows for two storey rear extensions incorporating a length no more than 3 metres and with a distance of approx 2.0 metres from the shared boundary to be constructed without planning permission. In terms of the single storey the total proposed length adjacent to the shared boundary would be in the region of 9.0 metres. This amounts to an additional 4.0 metres in length on the side elevation forward of the location of the existing attached garage. Therefore when considering the orientation and separation distances, it is unlikely that the extension would be seen as over development of the side elevation. Furthermore if built separately the side and rear extension could also be constructed under permitted development.

DRAINAGE

4.14 There is no specific evidence that the proposed development would exacerbate this situation. Drainage connections are a matter that would be dealt with under the Building regulations.

PROPERTY DEVALUATION

4.15 The devaluation of property is not in itself a material planning consideration.

5.0 CONCLUSION

5.1 It is considered that the proposal is acceptable in terms of size and scale and would not cause undue harm to the living conditions of nearby neighbours. Thus the proposal would comply with policies H7 (Residential Extensions) and GP1 (Design) of the Draft Local Plan.

COMMITTEE TO VISIT

6.0 RECOMMENDATION: Approve

- 1 TIME2 Development start within three years -
- 2 PLANS1 Approved plans - Drawing Number 067.001 Revision C
- 3 VISQ1 Matching materials -

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 amenity and living conditions of adjacent occupiers and the impact on the street scene. As such the proposal complies with Policies GP1 "Design" and H7 "Residential Extensions" of the City of York Local Plan Deposit Draft and the 'Guide to extensions and alterations to private dwelling houses' Supplementary Planning Guidance.

2. INFORMATIVE:

It should be noted that the occupation of the property by up to six individuals living together as a single household would currently not require planning permission, as at the date of this permission. However, permission would be required if such occupation commenced on or after 20th April 2012. should the property be occupied by more than six people, either now or in the future (whether as a result of this development or not), then there is a possibility that the property would fall outside the "Class C4" use class and planning permission may then be required. In those circumstances further advice should be sought from the Local Planning Authority.

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