

COMMITTEE REPORT

Committee: East Area
Date: 10 April 2008

Ward: Hull Road
Parish: No Parish

Reference: 08/00350/FUL
Application at: 203 Hull Road York YO10 3JY
For: Two storey pitched roof side and rear extension to 203 and 205 Hull Road and change of use to Houses in Multiple Occupation (HMO)
By: Mr T Mansfield
Application Type: Full Application
Target Date: 8 April 2008

1.0 PROPOSAL

1.1 This application seeks planning permission to extend both 203 and 205 Hull Road and to convert these dwelling houses into Houses in Multiple Occupation (HMO's). The extensions would consist of one and a half storey structures located between the two end terrace properties.

1.2 The extensions would create three new bedrooms in 203 Hull Road creating a total of seven bedrooms. Three new bedrooms would also be created in 205 Hull Road creating a total of eight bedrooms.

1.3 This application is being referred to the Planning Committee at the request of Cllr. Pierce in view of the strength of local feeling towards HMO's and the prominence of these properties on Hull Road.

2.0 POLICY CONTEXT

2.1 Development Plan Allocation:

City Boundary York City Boundary 0001

DC Area Teams East Area (1) 0003

2.2 Policies:

CYGP1
Design

CYH7
Residential extensions

CYH8
Conversion to flats/HMO/student accom

CYT4
Cycle parking standards

3.0 CONSULTATIONS

Internal

3.1 Highway Network Management - No objections to the principle of development, however it is noted that the proposed cycle storage to the rear is not accessible without leading cycles through the houses. Details of the cycle storage are also not shown. The maximum car parking spaces for a HMO is one space per two bedrooms. Minimum cycle storage is one space per bedroom.

3.2 Environmental Protection Unit - No objections.

External

3.3 Neighbours - No correspondence received.

4.0 APPRAISAL

4.1 Key Issues:

- Visual Impact on the Street Scene
- Impact on the Living Conditions of Neighbours
- Car and Cycle Parking
- Bin Storage

4.2 203 and 205 Hull Road are end terrace properties which, whilst linked at ground floor, currently have a space between them at first storey level. It is considered that this space between the dwellings helps to define the character of the area. There are a number of short rows of terraced houses within this part of Hull Road. It is considered that developing within this space would be harmful to the character and appearance of the street scene.

4.3 The proposed extension has been designed so that the eaves level is at ground floor level with the intention of reducing a potential 'terracing effect'. However, it is considered that in designing the extensions this way the proposal appears as an incongruous design feature which is out of character with and harms the appearance of this section of Hull Road. The ridge level would sit at a significant height and the roof slope of the extension would be visually prominent. The prominence of this feature would be exacerbated by the fact that both properties would be extended in a similar fashion with the roof slopes joining on the boundary.

4.4 The proposed extensions would result in a total of seven bedrooms within 203 Hull Road with eight bedrooms within 205 Hull Road, a combined total of fifteen. It is considered that this level of occupation within a terraced row of houses has the potential to harm the living conditions of neighbours through general noise and disruption. Whilst occupiers of the two premises may or may not be considerate neighbours it is considered that this level of occupation within a modest sized site such as this has the potential to cause undue harm to the living conditions of occupiers of neighbouring dwellings. The day-to-day operation of the HMO's combined with the proposed level of occupation could lead to an unacceptable level of noise and disruption for neighbours. It is not considered that the structure itself

would significantly harm the living conditions of neighbours or that there would be a significant reduction in privacy through overlooking windows.

4.5 City of York Council maximum car parking standards would allow for a maximum of one space per two bedrooms. Three car parking spaces are proposed at the front of each property, which is considered to be an acceptable level of on-site parking. The proposed cycle parking is at the rear of the two HMO's. Whilst there is space within the rear garden to provide secure and enclosed cycle parking there would be practical difficulties associated with its use, the only access being through the residential unit itself. This is not considered acceptable as it is unlikely to promote the use of bicycles. Considering the level of occupation of the two premises and their sustainable location it is considered that the poor access to cycle storage could be justified as a reason for refusal of this application.

4.6 Bin storage is proposed in two locations within the front gardens adjacent to Hull Road. Whilst the space provided may be adequate in size it would mean that the bin storage facilities would be visually prominent within the street scene. The bin stores are located within 0.5 m of the public domain. The proposed increase in the number of residents at 203 and 205 Hull Road is likely to result in an increase in the amount of refuse and recycling bins required which, bearing in mind the proposed location of the bin stores, would be likely to create an unattractive frontage onto the street.

4.7 The level of private outdoor amenity space for 203 and 205 Hull Road would be reduced. However, it is considered that the remaining outdoor space would be sufficient to serve the increased number of residents of the two properties.

5.0 CONCLUSION

5.1 It is considered that the visual impact of the proposed extensions would harm the character and appearance of the street scene through its design and the closing of the space between developments. The level of occupation is likely to result in a level of noise and disruption to neighbours. Poor provision of cycle and bin storage.

6.0 RECOMMENDATION: Refuse

1 It is considered that the proposed extensions, by virtue of their scale and design, would harm the character and appearance of the street scene. The proposed side extensions add an incongruous feature to a row of simple designed and well-proportioned terraced properties. The scale of the extensions closes the space between the dwellings at first storey level which currently acts as an important break in development and gives each row of terraced houses a visual separation. Therefore the proposal is considered contrary to Policies GP1, H7 and H8 of the City of York Draft Local Plan, design guidance contained within the City of York Council Supplementary Planning Guidance 'Guide to extensions and alterations to private dwelling houses', and design principles contained within Planning Policy Statement 1: Delivering Sustainable Development.

2 It is considered that the proposed extension and conversion from private dwelling houses to houses in multiple occupation would harm the living conditions which neighbours could reasonably expect to enjoy because of the potential noise and disturbance from the high level of occupancy and activity. The application site is

located close to neighbouring properties and therefore there is a high potential for the living conditions of neighbours to be harmed by this activity. The proposal constitutes an overdevelopment of the site and an intensification of use of the properties which is disproportionate to their original purpose within this location. The proposal is contrary to the aims of Planning Policy Statement 1 and Policies GP1, H7 and H8 of the City of York Draft Local Plan.

3 It is considered that the proposed development does not provide suitable storage for bicycles and refuse and recycling bins. Therefore the proposal is contrary to Policies GP1, H8, and T4 of the City of York Draft Local Plan.

7.0 INFORMATIVES:

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