

## COMMITTEE REPORT

**Committee:** East Area

**Ward:** Hull Road

**Date:**

**Parish:** Hull Road Planning Panel

**Reference:** 08/01847/FUL

**Application at:** 203 Hull Road York YO10 3JY

**For:** Single storey rear and first floor side extension

**By:** Mr T Mansfield

**Application Type:** Full Application

**Target Date:** 15 September 2008

### 1.0 PROPOSAL

1.1 This application seeks planning permission for a side and rear extension at 203 Hull Road. The property already has a flat roof garage to the side. The proposal is to build above this to create room in the roof and to extend backwards. The proposed extension protrudes 1.9m from the main rear elevation of the house.

1.2 The submitted plans indicate that the proposal would create a study room on the ground floor at the rear and on the first floor would create a fourth bedroom for the house as well as extending an existing bedroom.

1.3 A similar application (Ref. No. 08/01845/FUL) is also to be considered for the extension of 205 Hull Road. Both dwellings are thought to be within the same ownership. This application is being referred to Planning Committee due to an earlier application (Ref. No. 08/00350/FUL) being refused at committee in April 2008 for a joint extension of 203 and 205 Hull Road and the change of use of the properties to houses in multiple occupation. The previous application was refused on three grounds, these were:

- 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 with 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.

- 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.

- 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, in addition to Central Government advice within Planning Policy Guidance Note 13, which seeks to promote sustainable transport choices.

## **2.0 POLICY CONTEXT**

2.1 Development Plan Allocation:

2.2 Policies:

CYGP1  
Design

CYH7  
Residential extensions

## **3.0 CONSULTATIONS**

EXTERNAL

3.1 Hull Road Planning Panel - No objections.

3.2 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 and Bin Storage

STREET SCENE

4.2 The application site is an end terrace property on Hull Road. This section of Hull Road is characterised by blocks of four terraced houses with spaces between them at first storey level. The applicant has sought to retain this space as far as possible with the design of the extension. A pitched roof with room in the roof is proposed rather than a standard two-storey side extension. The total height of the first storey extension is below that of a standard two-storey side extension and the bulk is significantly reduced through a single storey eaves height. The ridge height has been reduced by approximately 0.3 metres from the previously refused application. It is considered that the visual break in development is retained, the position and height of the ridge means that the bulk of the extension is minimised whilst incorporating an additional storey. The ridge would be hidden behind the main house from various vantage points, it would only be when viewed straight on that the bulk of the extension would be visible.

4.3 Whilst the extension may maintain the important visual break between developments concerns remain about the design of the extension and how this relates to the main house. 203 Hull Road has a hipped roof whereas the extension is gable ended. The size of the roof structure is significant and the extension is not considered to appear subordinate to the main house and contains a different design style. 203 Hull Road is within a visually prominent location and it is considered that the proposed extension would harm the appearance of the dwelling and therefore the character of the street scene. It is considered that the reduction in ridge height of 0.3m from the previously refused application is an improvement, but on balance this is not considered sufficient to overcome the harm to the visual amenity of the area.

#### LIVING CONDITIONS OF NEIGHBOURS

4.4 The previous application was refused on the grounds that the extension would create a 7 bedroom HMO which would have the potential to harm neighbouring amenity through noise and disturbance. The current application under consideration would create a four-bedroom house. It is considered that this level of activity would not be harmful to neighbouring amenity and the proposal only consists of the creation of one additional bedroom.

4.5 The proposed extension would not appear dominant or overbearing when viewed from neighbouring properties and it is not considered that the proposed roof lights would result in a significant loss of privacy for neighbours.

#### CAR AND CYCLE PARKING AND BIN STORAGE

4.6 Unlike the refused application the proposal under consideration retains the front garage. This can be used as a refuse bin and recycle bin storage area as well as an enclosed and secure cycle parking area for residents of the property. The driveway can be used to park private vehicles. The lawn area is proposed to be retained. It is considered that car and cycle parking areas and bin storage areas have been provided in accordance with council standards. It is suggested that should the application be approved that a condition is added whereby the garage cannot be converted into a habitable room without planning permission in order to ensure that good quality cycle parking areas are maintained.

## **5.0 CONCLUSION**

5.1 It is considered that the design of the extension is not subordinate to and does not relate well to the main house and would therefore harm the character and appearance of the street scene.

## **6.0 RECOMMENDATION: Refuse**

1 It is considered that the proposed extension, by virtue of its scale and design, would harm the character and appearance of the street scene. The proposed side extension adds an incongruous feature to a row of simple designed and well-proportioned terraced properties. Therefore the proposal is considered contrary to Policies GP1 and H7 of the City of York Draft Local Plan, design guidance contained with the City of York Council Supplementary Planning Guidance 'Guide to extensions and alterations to private dwelling houses', and design principles contained in Central Government advice within Planning Policy Statement 1: "Delivering Sustainable Development".

## **7.0 INFORMATIVES:**

### **Contact details:**

**Author:** Michael Jones Development Control Officer

**Tel No:** 01904 551325