

COMMITTEE REPORT

Committee: East Area

Ward: Hull Road

Date:

Parish: Hull Road Planning Panel

Reference: 08/01845/FUL

Application at: 205 Hull Road York YO10 3JY

For: Single storey rear and first floor side extension

By: Mr Trevor 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 205 Hull Road. The dwelling has been extended previously through a single storey side extension which is indicated as being a home office on the submitted plans. The proposal is to build above this to create an additional bedroom within the roof and to extend backwards to create a rear extension. The proposed extension protrudes 3.7m from the main rear elevation of the house.

1.2 The submitted plans indicate that the proposal would create an enlarged hall and kitchen and a new snug room on the ground floor an enlarged bedroom and new bedroom on the first floor. The total number of bedrooms as a result of the development would be four.

1.3 A similar application (Ref. No. 08/01847/FUL) is also to be considered for the extension of 203 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 two properties to houses in multiple occupation (HMO). 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 total height of the proposed 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 m 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 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. The proposed extension is of lesser width than that proposed at 203 Hull Road. However, the design principles remain the same. 205 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. 205 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 would only consist 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 proposed development at 203 Hull Road the proposal at 205 Hull Road does not have a garage. The driveway can act as the car parking area, this is within Council standards. Bins would have to be stored at the front of the property. This is considered acceptable as there would not be a significant increase in the number of residents and thus the amount of refuse and recycling to be generated is likely to be similar to the present situation. The previous application which was refused included a significant increase in the number of bedrooms and thus the lack of bin storage away from the public domain was a more significant issue. There is a

shed in the rear garden which can be used for cycle storage. This is not accessible without going through the house at present and the proposed development would not alter this situation.

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 within Planning Policy Statement 1: Delivering Sustainable Development.

7.0 INFORMATIVES:

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