

COMMITTEE REPORT

Date: 19 August 2010 **Ward:** Micklegate
Team: Major and Commercial **Parish:** Micklegate Planning Panel
Team

Reference: 10/01427/FUL
Application at: 46 Scarcroft Road York YO23 1NF
For: Change of use from 3no flats to 1no dwelling house (use class C3)
By: Mr Richard Kay
Application Type: Full Application
Target Date: 26 August 2010
Recommendation: Approve

1.0 PROPOSAL

1.1 The application is for the conversion of the property into one dwelling. The ground floor has 2 x one bedroomed flats which would be altered to create 2 reception rooms, a kitchen, utility room, and shower room. The first and second floor is at present a 4 bedroomed flat. On the first floor the wall between the two bedrooms to the front of the building would be removed to create a large bedroom. The living room would become a bedroom and the kitchen would become a bathroom. The second floor would remain the same.

1.2 The application comes before committee as the applicant works for the Council.

2.0 POLICY CONTEXT

2.1 Development Plan Allocation:

DC Area Teams GMS Constraints: Central Area 0002

Schools GMS Constraints: Scarcroft Primary 0220

2.2 Policies:

CYGP1 Design

CYH9 loss of dwellings or housing land

3.0 CONSULTATIONS

INTERNAL CONSULTATIONS

HIGHWAY NETWORK MANAGEMENT - No objections

- No onsite car parking. On street parking is available in the form of Residents Parking Zone R16, which the 3 existing flats are eligible to have permits. The change

of use will result in less permits being issued for one dwelling and therefore less demand on the zone.

- The site is in close proximity to the city and public transport network
- No cycle storage has been proposed, however it is the CYC policy that 2 cycle storage spaces are provide for 3 plus bedroom dwellings. Would like covered and secure cycle storage conditioned.

EXTERNAL CONSULTATIONS/REPRESENTATIONS

MICKLEGATE PLANNING PANEL - No objections

4.0 APPRAISAL

KEY ISSUES

1. Proposed use/ Loss of residential units
2. Impact on the character of the area
3. Residential amenity
4. Highway Safety

ASSESSMENT

PROPOSED USE/LOSS OF RESIDENTIAL UNITS

4.1 The site is a mid terrace dwelling dating from the 19th century. The front elevation is white brick and the rear elevation is red brick. The dwelling was originally a single dwelling and has been converted to three separate units.

4.2 There are no specific local plan policies that refer directly to the reinstatement of an original dwelling from a flatted property. The proposed change of use would result in the loss of 3 No. flats, and a net loss of 2 No. residential units. Policy H9 seeks to ensure that there is a ready supply of housing stock within the city to meet the demand for housing and that the loss of 2 flat units would be contrary to this policy. Since the publication of the Local Plan, the Council has updated information as shown in the Strategic Housing Market Assessment (2007) that indicates a demand for housing in preference to flats in the area. It is considered that the proposed dwelling would meet this perceived need and would be in character with the area.

IMPACT ON THE CHARACTER OF THE AREA

4.3 The majority of the terraced houses appear to be in single ownership although there are some flat conversions in the street. The proposed conversion to a single unit would be appropriate and in keeping with the prevailing character of the area and as such there is no objection to the size/type of housing proposed. All the alterations proposed are internal, and do not affect the contribution the building makes to the character of the street and area

RESIDENTIAL AMENITY

4.4 There are no additional windows proposed. The ground floor would be altered internally to provide primary rooms - two reception rooms, and a kitchen in the rear offshoot. The window to the proposed kitchen would be in the side elevation. There is a wall around the rear yard and thus preventing overlooking to the neighbouring property. The removal of the kitchen and living room to create bedroom and bathroom (secondary rooms) on the first floor is not considered to result in a further overlooking and loss of privacy to the neighbouring dwellings.

HIGHWAY SAFETY

4.5 No on-site car parking is proposed. There is some on-street car parking available to the front of the property in Residents Parking Zone R16 and the proposed change of use from 3 No. flats to a dwelling may reduce the demand on the parking zone. The dwelling is also close to the city and public transport networks that encourages the use alternative means of transport, which is consistent with national planning policies and the objectives of York's Draft Local Plan. Highways have requested that covered and secure cycle parking be conditioned. The proposed dwelling would have a private yard and garden to the rear giving space and scope for the storage of cycles, however it is considered unreasonable to request specific cycle parking in this case.

5.0 CONCLUSION

5.1 The proposed change of use from 3 flats to 1 dwelling would result in a loss of 2 residential units. However the change of use to 1 dwelling would be in keeping with the prevailing character of the area and the terrace. The proposed change of use is not considered to impact on the residential amenity of the occupants of the neighbouring dwellings neither is it considered to unduly impact on the character and appearance of the building or the area.

6.0 RECOMMENDATION: Approve

1 TIME2 Development start within three years

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 loss of residential units, the impact on the character of the area, residential amenity and highway safety. As such the proposal complies with Policies GP1 of the City of York Development Control Local Plan(2005).

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