

DELEGATED

AGENDA NO .

PLANNING COMMITTEE
15th November 2006

REPORT OF CORPORATE DIRECTOR
OF DEVELOPMENT AND
NEIGHBOURHOOD SERVICES.

06/3119/FUL

232 Oxbridge Lane, Stockton

Two storey extension to side (demolition of existing garage) and single storey extension to rear

Expiry date: 30th November 2006

Summary:

The application site is a two storey semi-detached dwelling house located in Oxbridge Lane, Stockton. The application site fronts onto Oxbridge Lane with the side facing onto Chelmsford Avenue.

The applicant seeks permission for the erection of a two-storey extension to the side and a single storey extension to the rear.

A total of 7 letters of objection have been received from nearby residents in response to the neighbour consultation. The main objections relate to the size and design of the proposed extension and the impact on car parking and traffic. One objection has been received from the ward Councillor, Councillor Wade.

It is considered that the proposal is contrary to the adopted local plan policy and therefore recommended that planning permission be refused.

An application of this scale and nature would normally be determined under delegated powers, however, as one of the objectors is a council employee it is being placed before committee for determination.

RECOMMENDATION

It is recommended that the application be refused for the following reasons;

01. In the opinion of the Local Planning Authority, the proposed two storey extension to the side of the property will, as a result of its significant width and the design of its roof, cause a significant imbalance to a pair of semi-detached dwellings and become an incongruous addition within the street scene in general, both of which currently have a prominent vernacular character. It is therefore considered that the proposed development would be contrary to Policies GP1, HO12 and Supplementary Planning Guidance Note no.2 of the adopted Stockton on Tees Local Plan which requires extensions to dwellings to be in

keeping with the property and the street scene with regard to style, proportion and materials.

02. In the opinion of the Local Planning Authority the proposed parking layout would be detrimental to highway and pedestrian safety and the free flow of traffic on Oxbridge Lane as a result of the access spanning in excess of 9.6m on a heavily trafficked distributor road. Such a proposal could set a particularly undesirable precedent for other properties within the street which could result in significant lengths of access crossings off Oxbridge Lane and further detrimentally impacting on the highway safety of its users. The proposed development would therefore be contrary to Policies GP1 and TR15 of the Stockton on Tees Local Plan which seek to ensure that there is a satisfactory provision of access and parking arrangements and that the provision of off street parking will normally be required to accord with the standards set out in the Stockton on Tees Borough Council Design Guide and Specification edition 1 which indicates a maximum width for such driveway accesses as being 5m.

BACKGROUND

1. A previous application was submitted and refused for the application site. The previous application was for a two storey extension to the side and rear and involved the provision of 7 bedrooms, 2 of which were in the loft space.
2. The reasons for refusal related to the design of the extension which would have imbalanced the pair of semis and also the lack of car parking for a 7 bedroom property.

THE PROPOSAL

3. The application site is a generous semi-detached property located on the junction with Chelmsford Avenue and Oxbridge Lane. The property has a single storey garage attached to the main house, which measures 3m in width whilst there is single storey element to the rear of the property currently used as a kitchen, which appears to be a previous extension.
4. The applicants propose to erect a two-storey extension to the side measuring 5 metres in width and 11.78 metres in depth, having an overall ridge height approximately 0.3m below that of the existing house and being set back from the front elevation at first floor by 900mm. The single storey extension will measure 3.68 metres in depth 11 metres in width and will incorporate the existing single storey rear extension. The proposed extension is shown as providing a reception room, playroom, extended kitchen and extended family room at ground floor and 2 additional bedrooms at first floor, one with en-suite. The proposal also provides a stair access into the loft, which the applicant states is intended for storage use. Windows are proposed at ground and first floor in the front and rear elevations and at ground floor, first floor and in the loft area in the side elevation

CONSULTATIONS

5. The following Consultations were notified and any comments they made are below:

Head of Integrated Transport and Environmental Policy

6. The proposed application shows an increase in the number of bedrooms to 4. However it should be pointed out that although the plans state the loft space to be used for storage only, a window is to be installed and taking into consideration the previous application it is possible that the loft space could be used as an additional bedroom/s.

The proposed parking layout opens up the whole of the frontage of the property for vehicular access. The Design Guide states driveway access should be a maximum of 5m width. Given that Oxbridge Lane is a heavily trafficked distributor road, it would not be acceptable to allow up to 4 vehicles to exit the property in this manner. Allowing this could set a precedent for other properties on Oxbridge lane to create similar width driveway accesses. I therefore object to this application on the grounds that it would be detrimental to highway and pedestrian safety and the free flow of traffic on Oxbridge Lane

Councillor Wade:

7. I object to this application for the following reasons:-
- Over development of the site. This proposed extension to the side and back would in my opinion be too large for the site. It would cover most of the garden area.
 - The proposed car parking arrangement with 4 car parking spaces in the front garden and removal of the Hedge would cause a `dangerous situation for pedestrians using the footpath. The property in question is on the corner of Oxbridge Lane and Chelmsford Avenue and there has already severe traffic problems at this junction with several cars and vans parking right on the corner. The opening up of the front garden would mean pedestrians having a large area to cross where cars/vans are coming and going to the property and then Chelmsford Avenue to negotiate. School pupils going to and from Ian Ramsey School use this part of Oxbridge Lane and the parking situation would make it extremely dangerous for them. There are already a number of cars/vans going in and out of this property and they run across the grass verge quite regularly. I have had to have the verge repaired on several occasions.
 - The proposed development would be beyond the building line of the houses in Chelmsford Avenue and would have an over-bearing affect on number 1 Chelmsford Avenue in particular.

PUBLICITY

8. The neighbours have been notified individually. The neighbour consultation period expired on the 30th October 2006. Seven letters of representation have been received to the proposed development and these are summarised below;

PLANNING POLICY CONSIDERATIONS

Mrs K Allen, 17 Kilburn Road' Hartburn

9. The size of the extension may lead to more residents and in turn increase the number of vehicles needing to park which may end up in Chelmsford Avenue causing serious hazard.

Emma Antrobus

10. Will this increase in rooms lead to an increase in cars and more parking on Chelmsford Avenue. The proposed car parking spaces would require access across the pavement

C Mead

11. Increasing the size of this property will have a detrimental impact on the car parking in Chelmsford Avenue - due to the number of vehicles

B Yarrow, 2 Chelmsford Avenue' Stockton-On-Tees

12. The extension is an over development of the site and will be overbearing. It is out of line with the properties in Chelmsford Avenue and the area. Concerned over the use of the loft and concerned that minor internal alterations and the installation of roof lights will result in more bedrooms. The property already has 2 vans and 4 cars and concerned that is the no. of residents increase then so will the number of cars. To achieve access will be to remove the full front hedge and present vehicles that are on the site will be too long to park this way leading to more on street parking.

Mr C Robson, 1 Chelmsford Avenue' Stockton-On-Tees

13. The applicant has several vehicles, some are parked outside of the site and the loss of the drive and garage will lead to more on-street parking should the extension be approved. The cars park in Chelmsford Avenue making it difficult for cars to pass so close to a tight corner.

P Gillespie, 3 Chelmsford Avenue' Stockton-on-Tees

14. The extension is too big and would lead to an over development of the site. The design of the extension out of character and should have a hipped roof. The applicants have 6 vehicles, some of which are parked in Chelmsford Avenue causing an obstruction. What is the 'study' - it is big enough for a bedroom and will this lead to additional rooms in the loft. If it was for storage then would a ladder not suffice instead of the proposed staircase?

Rogers 4 Chelmsford Avenue' Stockton-on-Tees

15. The proposed extension would lead to more cars on Chelmsford Avenue, which will be detrimental to road safety. Question the need for a stairwell for storage only - is this a way of gaining an extra room in the loft.

PLANNING POLICY CONSIDERATIONS

16. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that if regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise. In this case the relevant Development Plans are the Tees Valley Structure Plan (TVSP) and the Stockton on Tees Local Plan (STLP).
17. The following planning policies are considered to be relevant to the consideration of this application:

Adopted Stockton-on-Tees Local Plan

Policy GP1

Proposals for development will be assessed in relation to the policies of the Cleveland Structure Plan and the following criteria as appropriate:

- (i) The external appearance of the development and its relationship with the surrounding area;
- (ii) The effect on the amenities of the occupiers of nearby properties;
- (iii) The provision of satisfactory access and parking arrangements;
- (iv) The contribution of existing trees and landscape features;
- (v) The need for a high standard of landscaping;
- (vi) The desire to reduce opportunities for crime;
- (vii) The intention to make development as accessible as possible to everyone;
- (viii) The quality, character and sensitivity of existing landscapes and buildings;
- (ix) The effect upon wildlife habitats;
- (x) The effect upon the public rights of way network.

Policy HO12

Where planning permission is required, all extensions to dwellings should be in keeping with the property and the street scene in terms of style, proportion and materials and should avoid significant loss of privacy and amenity for the residents of neighbouring properties.

MATERIAL PLANNING CONSIDERATIONS

18. The main planning considerations in respect of this proposal are the design of the extension and impact on the neighbouring properties and the surrounding area and the car parking

Design and impact on neighbours.

19. The proposed extension would result in the two storey section of the property increasing in width from 6.5m to 11.5m as well as the ground floor increasing. There is a set back in the front elevation between the existing and proposed sections of the building which will give a break in the building line, however, it is considered this increase in the scale and mass of the properties frontage would have a significant unbalancing effect on the pair of semi detached properties. Furthermore, the inclusion of a gabled roof side extension on a semi detached property, which currently has a hip roof, will further unbalance the property from its neighbour and it is considered the overall impact of the

extension would result in an incongruous addition detrimental to the character of the street scene.

20. The rear extension projects by 3.68 metres and it is noted in the Stockton-On-Tees Local Plan that rear extensions can be particularly obtrusive and overbearing in their impact on neighbours. Experience suggests that a projection of about 3m offers a reasonable compromise between the need for space by the applicant and an acceptable impact on the neighbour. In cases where there is a proposed projection greater than 3m then the 60 degree rule applies, guidance of which can be found within the SPG2: Householder Extension Guide. The proposed development accords with the 60 degree rule and as such it is considered that the proposed extension will not have a detrimental affect on the adjoining neighbouring property.
21. The adjoining property to the rear (No. 1 Chelmsford Avenue) will be approximately 16 metres away from the proposed single storey extension. This meets the requirements of Supplementary Planning Guidance Note No.2, which normally requires a minimum of 11m to be achieved in such circumstances. As such, it is considered the proposed development would not unduly affect the privacy or amenity associated with the property to the rear.

Car parking and traffic.

22. The applicant proposes to pave the front garden and create 4no car parking spaces with access onto Oxbridge Lane. Many of the objections relate to the inadequate car parking that exists at this property, which leads to on-street parking.
23. The Head of Integrated Transport and Environmental Policy has objected to the application as it would be detrimental to highway and pedestrian safety and the free flow of traffic on Oxbridge Lane. The proposed parking layout opens up the whole of the frontage of the property for vehicular access, this being in excess of 9.6m. The Design Guide states driveway access should be a maximum of 5m in width. Given that Oxbridge Lane is a heavily trafficked distributor road, it would not be acceptable to allow up to 4 vehicles to exit the property in this manner. Allowing this could set a precedent for other properties on Oxbridge lane to create similar width driveway accesses, which would have further detrimental impact on highway safety, in particular for pedestrians who will have expansive accesses to cross.

Loft Space

24. The plans show the provision of a stair well to the loft area, which will be used for storage. Many objectors are concerned that the loft will later be converted to create additional bedrooms, which is also a concern of The Head of Integrated Transport and Environmental Policy. To convert the loft to habitable space does not require planning permission with respect to the existing dwelling and therefore cannot be controlled by the Local Planning Authority. However, were this application to be approved then appropriate conditions could be attached to the control the use of the loft within the extension.

CONCLUSION

25. In conclusion the proposed development is considered to be visually unacceptable as a result of it unbalancing the existing pair of semi-detached dwellings and the street scene in general. Furthermore, it is considered the proposed access and car parking would be detrimental to highway and pedestrian safety and the free flow of traffic on Oxbridge Lane.

Corporate Director of Development & Neighbourhood Services

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Financial Implications

As report.

Environmental Implications

As Report

Community Safety Implications

N/A

Human Rights Implications

The provisions of the European Convention of Human Rights 1950 have been taken into account in the preparation of this report.

Background Papers

Adopted Stockton-on-Tees Local Plan (June 1997)

SPG2: Householder Extension Design Guide

Planning Application 04/0877/FUL & 06/3119/FUL

Ward

Ward Councillors

Grangefield

Councillor Wade

Councillor Johnson