

DELEGATED

**AGENDA NO
PLANNING COMMITTEE**

DATE 31st OCTOBER 2007

**REPORT OF CORPORATE DIRECTOR,
DEVELOPMENT AND NEIGHBOURHOOD
SERVICES**

07/2403/FUL

5 Springfield Avenue, Stockton

Two-storey extension to side, single storey to rear and new access.

Expiry Date: 5 October 2007

SUMMARY

The application site is a semi-detached dwelling located on the corner of Springfield Avenue and Hazeldene Avenue. The applicant is seeking permission for the erection of a two-storey side extension and single storey rear extension and the application includes proposals for a new access and hard standing parking area.

The planning application has been publicised by means of individual letters and objection letters have been received from 13 properties.

The main planning consideration relate to highway safety, visual impact and any impact on the amenity of the occupants of neighbouring properties.

It is considered that overall the proposed development is in accordance with policies GP1 and HO12 of the Stockton on Tees Local Plan and is accordingly recommended for approval with conditions.

RECOMMENDATION

Planning application 07/2403/FUL be Approved with Conditions subject to

01 *The development hereby approved shall be in accordance with the following approved plan(s); unless otherwise agreed in writing with the Local Planning Authority.*

<i>Plan Reference Number</i>	<i>Date on Plan</i>
1A	13 August 2007
SBC0001	10 August 2007
1	10 August 2007
1B	25 September 2007

Reason: To define the consent.

02. Construction of the external walls and roof shall not commence until details of the materials to be used in the construction of the external surfaces of the structures hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To enable the Local Planning Authority to control details of the proposed development.

03. Prior to the development, hereby approved, being brought into use, the proposed hard standing parking area shall be provided, in accordance with the details indicated on approved plan 1B. The proposed parking shall then be retained for the life of the development.

Reason: To ensure a satisfactory level of in curtilage parking in the interests of highway safety.

The Proposal has been considered against the policies below and it is considered that the scheme accords with these policies and there are no other material considerations, which indicate a decision, should be otherwise.

Stockton on Tees Local Plan policies GP1 and HO12.

PROPOSAL

1. Approval is sought for the erection of a two-storey side extension and single storey rear extension.
2. The proposed two-storey extension will be located on the site of an existing attached garage and single storey kitchen extension. The proposal will project 4.3m from the side and will be in line with the front and rear of the main dwelling. The proposal will have a gable roof at the same height as the main dwelling and will provide 2 additional bedrooms.
3. The proposed single storey extension will be located to the rear of the two-storey extension and will measure 2.3m x 2.3m with a lean to style roof. The proposal will provide a ground floor shower room and w.c.
4. The applicant is also proposing to provide a new access to the property and 4 hard standing parking spaces. The original plans submitted indicated that the access would be provided on the corner of Springfield Avenue and Hazeldene Avenue. However, following an objection from Urban Design, revised plans were submitted to show the new access from Hazeldene Avenue and into the rear garden of the property. The provision of hard standing and a new access on the property is permitted development.

CONSULTATIONS

5. The following Consultations were notified and the comments received are set out below: -
6. Urban Design - Engineers

I have reviewed the revised site plan submitted by the applicant showing the repositioning of the access point. The access was previously sited on the corner of Springfield Avenue and Hazeldene Avenue and this was considered to be unacceptable from a highways point of view. The revised layout moves the vehicular access to the side of the property and onto Hazeldene Avenue. Relocating the access provides more space for manoeuvring within the curtilage of the property and allows the 4 parking bays to be utilised. Subject to the footway crossing being constructed to design guide standards, I have no objection to the proposed vehicular access point on Hazeldene Avenue.

7. Urban Design – Landscape

No comment

PUBLICITY

8. Objections letters have been received from 13 properties in respect to the application. The addresses are as follows;

4, 6, 7, 23, 24, 25 and 26 Springfield Avenue
1, 2, 4, 5, 7 and 8 Hazeldene Avenue

9. Objections are summarised as follows;

Traffic and Highway Safety

Hazeldene Avenue is a narrow road.
Increased noise and light from movement of vehicles
Increased congestion and on street parking
Danger to children and pedestrians
Poor visibility for drivers.

Amenity of Residents

Impact on views and light

Visual Amenity

Poor appearance of 'car park'

Other Matters

Deed covenants
Damage and disturbance from construction work
Repositioning of street sign
Questioning need for four spaces and possibility of taxi business from site.

PLANNING POLICY CONSIDERATIONS

10. Where an adopted or approved development plan contains relevant policies, Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that an application for planning permissions shall be determined in accordance with the Development Plan(s) for the area, 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)*.

11. The following planning policies are considered to be relevant to the consideration of this application: -

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.

Permission for two-storey rear extensions close to a common boundary will not normally be granted if the extension would shadow or dominate neighbouring property to a substantial degree.

Permission for two-storey side extensions close to a common boundary will not normally be granted unless they are set back from the boundary or set back from the front wall of the dwelling

SITE AND SURROUNDINGS

- 12. The property is a semi-detached dwelling located on the corner of Springfield Avenue and Hazeldene Avenue and within a residential area.
- 13. The surrounding properties are similar in scale and design to the application site and there are a number of extensions similar to the proposal within the street scene. These include two-storey side extensions at 1 Springfield Avenue and 27 Oakdene Avenue, which are both corner plots.

MATERIAL PLANNING CONSIDERATIONS

- 14. The main considerations in respect of the proposed development relate to the impacts upon the character of the area and the street scene, the impacts upon the privacy and amenity of neighbouring residents and highway safety.

Design, scale and appearance of development

- 15. The proposed extension is considered to be in keeping with the design of the main dwelling, having a gable roof at the same height as the existing property and windows of a similar design.
- 16. There are other examples of two-storey side extensions within the street scene and these are similar in design and scale to the proposal. The proposed side extension will be 4.5m

from the edge of the plot and it is not considered that it will form an obtrusive feature within the street scene or have a significant impact upon the character of the area.

Traffic and Highway Safety Issues

17. Objections to the development have raised issues relating to the potential increase in on street parking and traffic congestion and the safety of the proposed access.
18. The provision of a new access and hard standing areas at the application site is permitted development and can be carried out by the applicant at any time. Nevertheless, the Head of Technical Services has been consulted on the application.
19. No objections were raised to the proposal and it was stated “the revised layout moves the vehicular access to the side of the property and onto Hazeldene Avenue. Relocating the access provides more space for manoeuvring within the curtilage of the property and allows the 4 parking bays to be utilised”.
20. It is considered that the provision of 4 incurtilage parking spaces, is in accordance with the requirements of SPG3: Parking Provision for New Developments, and could lead to a reduction in on-street parking.
21. In light of the comments received from the Head of Technical Services, it is considered that the proposed access is acceptable and the proposal will not have any significant impact upon highway and pedestrian safety.

Impact on Privacy and Amenity of Neighbouring Residents

22. A number of objectors to the proposed development have raised concerns over the loss of the view from their property. However, this is not a material planning consideration and cannot be addressed within this application.
23. Concerns were also raised over the potential for loss of light at neighbouring properties. The application site is a corner plot that is bounded by highways on 2 sides. It is, therefore, considered that any shading from the proposal will be most felt by 8 Hazeldene Avenue, to the rear. However, this property is set back from the highway, so that the existing dwellings along Springfield Avenue are adjacent to the dwelling and rear garden of No.8. It is considered that existing dwellings will create any shading at this property and the proposal will not worsen an existing situation.
24. The proposed two-storey side extension will project towards the highway and not a boundary with a neighbouring residential property. The proposal will not project any further towards the front or rear than the existing dwelling and it is not considered that there will be any significant impact upon the amenity of neighbouring residents.
25. The proposed single storey extension has a rear projection of less than 3m and is, therefore, in line with the principles contained within SPG2: Householder Extension Guide. This aspect of the proposal will provide a ground floor shower room and the only window in this aspect of the proposal faces towards the highway and not towards neighbouring residential properties.
26. The proposed single storey extension will project towards No. 8 Hazeldene Avenue, to the rear. The proposed parking area and access will also be adjacent to the boundary

with this property. However, the proposed extension will project towards the open front garden of this property and the hard standing and access will be located adjacent to the driveway and garage of this property.

27. Overall, it is not considered that the application will result in a significant loss of privacy and amenity for neighbouring residents.

Other Matters

28. The neighbouring residents are concerned about the need for the proposed car parking spaces, as the applicant is a taxi driver. Objections have been raised on the grounds that the proposal may lead to the property being used as a commercial taxi business.
29. The proposed development will provide 5 bedrooms on the property and the proposed parking spaces are, therefore, a requirement of SPG3: Parking Provision for New Developments. The use of the property for a commercial taxi business would require planning permission and could, therefore, be controlled by the Local Planning Authority outside of this application.
30. The other issues relating to deed covenants and disturbance from construction vehicles are not material planning considerations and cannot be addressed within this application.

CONCLUSION

31. In conclusion, it is considered that the proposed development, accords with the Council's adopted standards and Adopted Stockton on Tees Local Plan Policies GP1 and HO12 and is therefore acceptable.

Corporate Director of Development and Neighbourhood Services
Contact Officer Miss Rebecca Wren Telephone No 01642 526065

Financial Implications – N/A

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 - Stockton-on-Tees Local Plan, SPG3: Parking Provision for New Developments

Ward	Hartburn
Ward Councillor	Councillor K Lupton
Ward Councillor	Councillor T Laing