

APPLICATION REF: 12/00492/HHFUL

PROPOSAL: CONSTRUCTION OF TWO STOREY SIDE EXTENSION - REVISED APPLICATION

SITE: 25 NANSICLES ROAD, ORTON LONGUEVILLE, PETERBOROUGH, PE2 7AS

APPLICANT: MRS J MCLENNON

AGENT: N P BRANSTON MRICS
BRANSTON ASSOC.

REFERRED BY: CLLR SCOTT

REASON: THERE ARE MANY DIFFERENT DESIGNS OF HOUSES IN THE ROAD AND MANY DIFFERENT EXTENSIONS

SITE VISIT: 03.04.2012

CASE OFFICER: MS L LEWIS

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RECOMMENDATION: REFUSE

1 Description of the site and surroundings and Summary of the proposal

No. 25 Nansicles Road is set in a stretch of suburban street characterised by detached post-war houses. No. 25 is the third in a run of seven houses on the south side of this part of the street, opposite is a run of four houses being two pairs of semis. These houses all have plain front elevations, with roofs which face front and rear and side gable walls.

There are various small ground floor and side elements and extensions apparent within the street, forming garages, porches and so on. The application dwelling has a small, flat roofed, ground floor element projecting at the front to accommodate a porch and allow for the garage to sit slightly forward of the main house front.

The proposal is for a side extension above the existing garage including a rear projection and a front projection. The front and rear elements would have roofs perpendicular to the main house, so introducing a hipped roof facing the rear garden and a gable facing the street. The main eaves and ridge line of the extension roof would follow the existing roof lines.

The proposed extension would extend 2.5m from the side of house, in line with the existing garage, and project 1.1m at the front and 2.8m at the rear. At ground floor the extension will accommodate a kitchen extension, a new play room and a downstairs WC, upstairs it will accommodate two bedrooms, a shower room and a store.

The proposal is a revision to a previously approved scheme.

2 Planning History

11/01861/HHFUL	Construction of two storey side extension	Approved	11/1/2012
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3 Planning Policy

Decisions must be taken in accordance with the development plan policies below, unless material considerations indicate otherwise.

Peterborough Core Strategy DPD (2011)

CS16 - Urban Design and the Public Realm

Design should be of high quality, appropriate to the site and area, improve the public realm, address vulnerability to crime, be accessible to all users and not result in any unacceptable impact upon the amenities of neighbouring residents.

CS14 - Transport

Promotes a reduction in the need to travel, sustainable transport, the Council's UK Environment Capital aspirations and development which would improve the quality of environments for residents.

Peterborough Local Plan (First Replacement) (2005)

T10 - Car and Cycle Parking Requirements (Outside of the City Centre)

Parking should be provided in accordance with the identified standards.

4 Consultations/Representations

Transport and Engineering Services (24.04.12)

Objection.

The proposals will result in an increase in bedrooms from 3 to 5, and the loss of the garage. The driveway is of insufficient length to accommodate 2 parking spaces. The LHA would not accept the loss of parking and the resultant provision of only one parking space for a 5-bedroom dwelling, and recommend refusal on the grounds of Highway safety.

Parish Council

No comments received

City Councillors

Cllr Scott has referred this application to the Committee on the grounds that the houses in the road are a mixture of designs and many of the houses have had a variety of extensions erected. Cllr Scott does not agree that the proposal would be out character with surrounding houses. Cllr Scott is a resident in Nansicles Road.

Local Residents/Interested Parties

Initial consultations: 4

Total number of responses: 0

Total number of objections: 0

Total number in support: 0

5 Assessment of the planning issues

Planning History

A recent application for this site was approved earlier this year. The application submitted was the same as the application currently before Members, however following negotiation with the applicant the first floor front extension was removed from the proposal. This is because in your Officer's view the introduction of the front gable element would be out of keeping with the streetscene, which is very uniform in terms of roof design. In other respects the approved scheme is the same as the current proposal.

Impact on the streetscene

As noted above, and as Members will observe on site, the application dwelling has a plain roof in the same style as the roofs in the run of seven houses and the four houses opposite. There are dwellings of a different style round the corner in Oakleigh Drive, and dormer bungalows further up Nansicles Road, but it is considered that the character of this part of the street is very strong, and the houses have a pleasing and regular uniformity.

The introduction of the proposed two storey front extension would introduce an alien feature to the streetscene. Not only would the roof line change, but the main building line would also be affected. Small single storey extensions which project forward are usually balanced by the taller mass of the main house; introducing a projecting two storey element would unbalance the house.

Date: 15.05.2012

Side extensions are frequently set back from the front of the main house, in order that they are subservient and to avoid a terracing effect. In this case the terracing effect would be very unlikely to occur, as the neighbouring dwelling is not in line with No. 25, and the design of the house lends itself to a continuation of the existing ridge and eaves lines in order to retain the uniformity of the streetscene.

The previous scheme, which was approved under delegated powers, included a new mono-pitch roof at ground floor to the existing flat roofed front part, together with the conversion of the garage area to living accommodation. This level of change is considered to be in keeping with the character of the street.

Impact on neighbour amenity

The rear part of the extension is the same as previously approved. The extension will project 2.8m from the rear of the house. This will result in a two storey wall running for 12m along the boundary with No. 27.

The neighbour most closely affected would be No. 27 to the south-west. The side of No. 27 is set about 2.5-5.5m from the side of No. 25; the change in impact would come from having a two storey build along the boundary rather than the flat-roofed garage. There is a single storey rear extension to No. 27, which forms a sitting room, and there is a side window to this room. However it is not the only window, and the proposed extension at No. 25 would not go back far enough to be directly opposite the window.

Two windows are proposed in the side of the extension, a high-level window to the kitchen and a bathroom window which are both indicated as obscure glazed and non-opening. If Members resolve to grant consent, Officers would recommend a condition requiring the obscure glazing to be retained, and another withdrawing Permitted Development rights for additional side windows, as a clear ground floor window right on the boundary could be installed without planning consent.

It is considered that impact on neighbours is acceptable.

Highway Safety and Parking

Currently the house has a garage and a driveway about 9.5m long. It is apparent from the marks on the front garden that cars are being parked on the front lawn as well as just on the driveway.

Under the current proposal the garage would no longer be available for parking, however this change could be made without planning consent. The LHA has recommended refusal on the grounds that there would be space for only one car to park on the front driveway, as they normally require 5m for each parking space; and that the loss of one parking space would lead to unsafe parking on the street. However as there is clearly space on the front of the plot to park more than one vehicle (several nearby residents have hard-surfaced their front gardens), the loss of the garage is permitted development, and the street does not have an existing parking problem, it is not considered that the proposal can be resisted on this ground. The LHA is concerned about visibility problems if cars were parked on the bend in the street, but there is space in the street for cars to be parked in safe locations without impairing visibility.

The current parking standard is from the 2005 Local Plan, and is expressed as a maximum standard of 2 spaces for a house of three or more bedrooms.

The LHA raised the same objection to the previous application, and Officers concluded that the application could not be refused on Highway Safety grounds for the reasons set out above.

6 Conclusions

The proposed extension would include a two storey front gable element to the existing house, disrupting the uniformity of the streetscene and introducing an alien feature to the locality. The proposal will have a detrimental impact on the streetscene, and will neither improve nor maintain the quality of the public realm.

7 Recommendation

The Head of Planning, Transport and Engineering Services recommends that planning permission is refused for the following reasons:

The proposed extension would include a two storey front gable element to the existing house, disrupting the uniformity of the streetscene and introducing an alien feature to the locality. The proposal will have a detrimental impact on the streetscene, and will neither improve nor maintain the quality of the public realm. The proposal is therefore contrary to Policy CS16 of the adopted Peterborough Core Strategy 2011, which states (inter alia)

High quality and inclusive design will be required for all new developments as part of a strategy to achieve an attractive, safe, healthy, accessible and sustainable environment throughout Peterborough. Design solutions should take the following principles into account:

- New development should respond appropriately to the particular character of the site and its surroundings,.....enhance local distinctiveness through the size and arrangement of development plots, the position, orientation, proportion, scale and massing of buildings and the arrangement of spaces between them; and make use of appropriate materials and architectural features.
- New development should improve the quality of the public realm, with the creation of safe and attractive.....street scenes.....

Copies to Councillors G Casey, L Forbes, J Goodwin