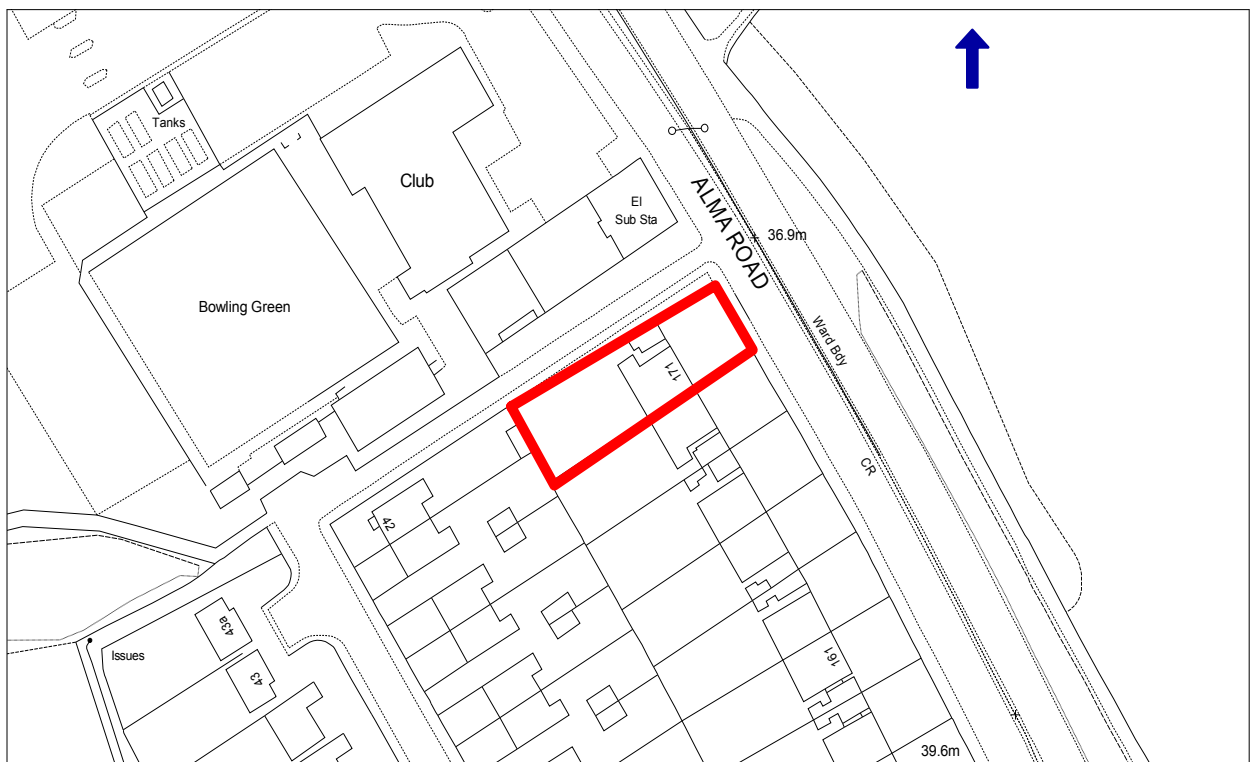


ITEM: 01

Application Number: 10/01659/FUL
Applicant: Mr John Frude
Description of Application: Two storey side extension to form annex accommodation, demolition of existing garage and formation of hard-standing to rear
Type of Application: Full Application
Site Address: 171 ALMA ROAD PLYMOUTH
Ward: Stoke
Valid Date of Application: 29/09/2010
8/13 Week Date: **24/11/2010**
Decision Category: Member/PCC Employee
Case Officer : Olivia Wilson
Recommendation: Grant Conditionally
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OFFICERS REPORT

Site Description

171 Alma Road is a semi-detached property facing onto Alma Road with a detached garage to the side. It is set back from the road and is bordered to the north by Ponsonby Road with the Milehouse Bus Depot and Social Club located on the other side of Ponsonby Road. It is located in the Stoke area of Plymouth.

Proposal Description

Two-storey side extension to form annex accommodation for a relative including demolition of existing garage and formation of hard-standing to rear.

Relevant Planning History

None

Consultation Responses

Transport has no objections.

Representations

None

Analysis

This application turns on Policy CS34 of the Core Strategy and guidance set out in the Development Guidelines SPD. The key issues to consider are the impact of the side extension on the character of the main dwelling, residential amenity, highway safety and whether the proposal is acceptable as annex accommodation.

Impact on the character of the main dwelling

The property currently has a detached garage (4m wide) that stretches up to the property boundary and is flush with the front of the house. There is also a lean-to side extension that extends outwards from the rear of the house. The proposal is to demolish the garage and lean-to and replace them with a two-side extension that will be 4.5m wide. It will extend to within 1m of the property boundary. The side extension will be flush with the front of the main house and extend the full length of the house.

The house has a hard-standing area in front of the garage which is long enough for two cars to park. The proposal is to create a hard-standing at the rear of the garden for two cars to park and to form a new access off Ponsonby Road by demolishing part of the garden wall and installing a gate. The current parking area and access at the front of the property will be closed, the footway crossover will be removed and the footway reinstated. This can be secured by condition.

It is considered that the proposed side extension will have an acceptable impact on the character of the main dwelling. While it is flush with the front of the house, the roof is set down from the main roof to give it an appearance of

subordination. The garage is currently flush with the front of the house so the extension will not significantly alter the existing building line. The roof has been designed as a hipped roof to match the main roof and other roofs along the street.

Residential amenity

It is considered that the proposed side extension will not have a detrimental impact on neighbouring properties. The extension is located on a corner plot so the adjoining property (169) will not experience any detrimental impact on privacy or outlook. The adjoining properties on Ponsonby Road (No. 40 and 42) are located at a considerable distance (about 40m) which is greater than the 21m recommended distance.

Highway safety

The extension will extend to within 1m of the side boundary. The Development Guidelines SPD states that corner plot extensions should generally be at least 3 m from the pavement edge. This is to ensure that visibility for pedestrians and road-users is not reduced. In this case it is considered that the 1m width to the property boundary is acceptable. This is because the side extension is replacing a garage that is built right up to the side boundary and there is an existing side wall that is about 2m high. Therefore it is considered that the proposed side extension will not make any material change to the level of visibility compared to the current situation.

The house is set well back from the footway on Alma Road and it is considered that the side extension will not reduce visibility for road users on this busy road. Ponsonby Road has limited residential traffic. It is considered for the reasons set out above that the side extension is acceptable in terms of visibility. A new access and hard-standing was initially proposed off Ponsonby Road. Following an objection from transport on the grounds of over-provision of parking spaces the application was amended to remove the rear parking. Transport is satisfied that the revised proposal is acceptable. From the layout plans submitted it would appear that the driveway at the front of the property is in excess of 11m in length and would therefore be able to accommodate at least 2 cars (which accords with the maximum car parking standards as outlined in the Development Guidelines SPD). Therefore the proposed development (which includes the loss of the garage) would not give rise to any further cause for concern in respect of loss of parking.

Annex accommodation

The Development Guidelines SPD states that self-contained extensions will not normally be allowed as these can give rise to problems. The guidelines require annex extensions to form an integral part of the main dwelling with shared access and facilities.

In this proposal the main access to the annex will be through the main dwelling with a link through on the ground floor to the annex. The annex will share the downstairs toilet and the garden, but will otherwise be a separate unit of accommodation. While it is considered that this is a minimal amount of shared facilities, the fact that the main entrance will be shared is considered

to be sufficient for the application to be acceptable. A condition can be imposed to require the annex to be occupied by a member of the main dwelling's household.

Human Rights Act - The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

Section 106 Obligations

None

Equalities & Diversities issues

Annex accommodation can enable elderly or disabled members of a household to retain their independence.

Conclusions

On the basis that the application is acceptable in relation to impact on the character of the main dwelling, residential amenity, highway safety and annex accommodation, this application is recommended for conditional approval.

Recommendation

In respect of the application dated **29/09/2010** and the submitted drawings, **Rev A (revised 4th November) Site location plan, site plan, existing and proposed elevations, existing and proposed floor plans, section**, it is recommended to: **Grant Conditionally**

Conditions

DEVELOPMENT TO COMMENCE WITHIN 3 YEARS

(1) The development hereby permitted shall be begun before the expiration of three years beginning from the date of this permission.

Reason:

To comply with Section 51 of the Planning & Compulsory Purchase Act 2004.

GRANNY ANNEXE

(2) The annex accommodation hereby permitted shall not be occupied at any time other than for purposes ancillary to the residential use of the dwelling known as 171 Alma Road.

Reason:

Due to the close relationship between the proposed annexe and the existing dwelling and shared access and amenity areas, the accommodation is considered unsuitable for independent occupation. in accordance with Policy

CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

RESTRICTIONS ON PERMITTED DEVELOPMENT

(3) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008 (or any order revoking and re-enacting that Order or the 1995 Order with or without modification), no development falling within Class(es) [A] of Part 1 of the Schedule to that Order shall be carried out to the side extension hereby permitted unless, upon application, planning permission is granted for the development concerned.

Reason:

In order to prevent a separate external entrance door being created to the annex, in accordance with Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

Statement of Reasons for Approval and Relevant Policies

Having regard to the main planning considerations, which in this case are considered to be: impact on the character of the main dwelling, residential amenity, highway safety and annex accommodation, the proposal is not considered to be demonstrably harmful. In the absence of any other overriding considerations, and with the imposition of the specified conditions, the proposed development is acceptable and complies with (a) policies of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and supporting Development Plan Documents and Supplementary Planning Documents (the status of these documents is set out within the City of Plymouth Local Development Scheme) and the Regional Spatial Strategy (until this is statutorily removed from the legislation) and (b) relevant Government Policy Statements and Government Circulars, as follows:

CS28 - Local Transport Consideration
CS34 - Planning Application Consideration
SPD1 - Development Guidelines