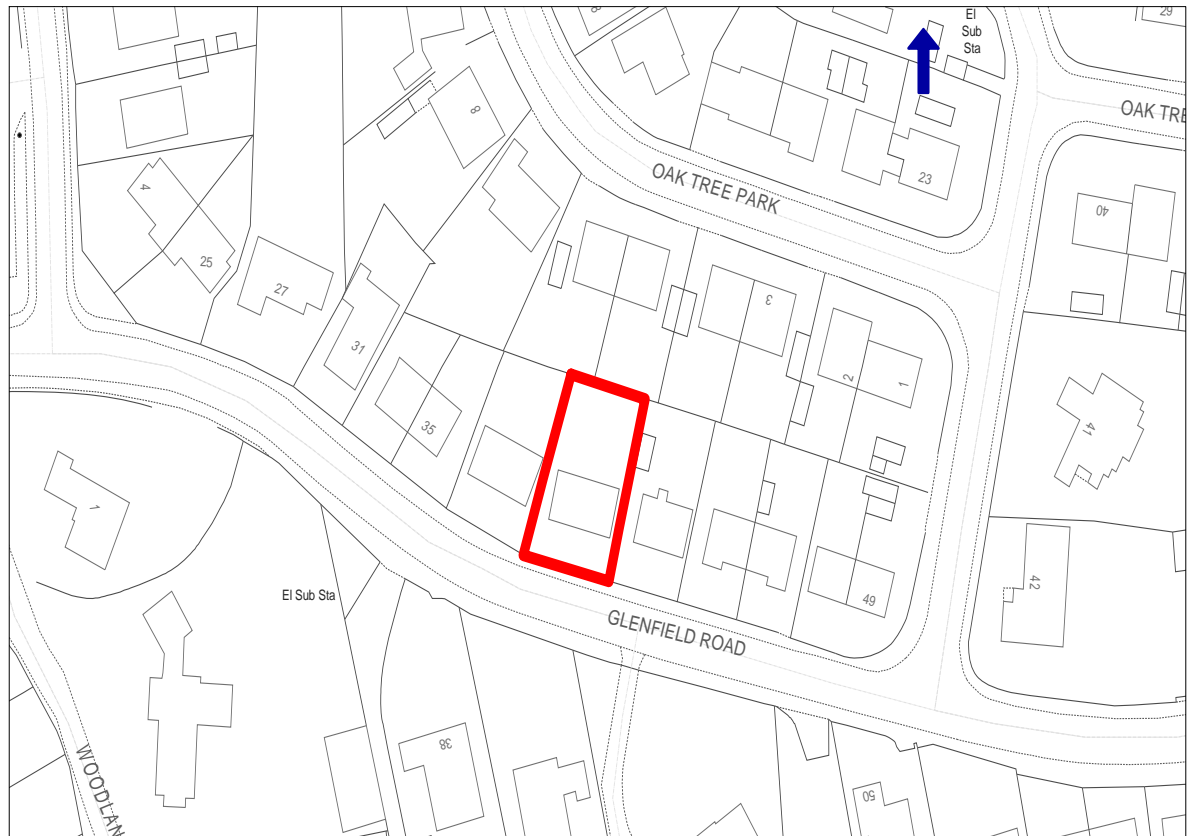


ITEM: 02

Application Number: 10/02070/FUL
Applicant: Mr Kevin Cross
Description of Application: Garage conversion, first floor side extension and single storey rear extension
Type of Application: Full Application
Site Address: 39 GLENFIELD ROAD PLYMOUTH
Ward: Moor View
Valid Date of Application: 07/12/2010
8/13 Week Date: **01/02/2011**
Decision Category: Member/PCC Employee
Case Officer : Adam Williams
Recommendation: Grant Conditionally
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OFFICERS REPORT

This application is to be presented to Planning Committee on the basis that the agent is a Plymouth City Council Employee

Site Description

39 Glenfield Road is a detached bungalow located within the Glenholt area of Plymouth City. The property is built on a sloping gradient which slopes from the west at the highest point to east at the lowest point. To the rear of the property lies some high hedging.

Proposal Description

Garage conversion, first floor side extension and single storey rear extension. The first floor element will be built above an existing side garage/kitchen.

Relevant Planning History

None.

Consultation Responses

Transport – Recommended refusal due to the following reasons:-

- Loss of car parking
- Glenfield road is a bus route and therefore on-street car parking should be discouraged
- Low level bus service therefore reliance on the car is greater

Representations

No letters of representation were received

Analysis

This application turns upon Policy CS34 of the City of Plymouth Core Strategy 2006-2021 and supplementary planning document 'Development Guidelines'. The primary planning considerations are the impact on neighbour amenities and the impact on the character and visual appearance of the area as detailed below.

Design

The proposal of a first floor extension does not raise any key objections, the sloping roof proposal to the front to match the existing house is welcome and this design choice ensures the impact is kept to a minimum within the neighbouring streetscene. In addition the rear roof slope will match the gradient of the adjacent dormer window. Usually rear extensions need to demonstrate a set down in the ridge height in order for the extension to appear subordinate; however this would appear incongruous next to this dormer.

The construction of this first floor extension will cause the property to have a tall blank west facing wall, which from a visual perspective is unwelcome. This was brought to the attention of the agent who later proposed a change to this

elevation which involved the placement of two obscure glazed windows on the first floor. This is considered acceptable, and acts to break up the otherwise blank appearance of this elevation.

The flat roof on the single storey element of the extension ('sunroom') to the rear whilst normally not desirable, is considered acceptable in this case as the flat roof will be to the rear of the property and completely unseen from public vantage points.

Neighbouring amenity

The impact is limited with regards to the neighbouring amenity of No 37 Glenfield Road as there are no windows proposed in the side elevation at first floor level. With regards to sunlight the properties are orientated to face the south, therefore the gardens face north. This means the properties cast their own shadows which leads to the gardens being shaded most of the day, this was apparent on site. It is considered the increasing of the side of this property to have two storeys will not cause additional harm to the neighbouring dwelling.

Privacy is usually a concern for these types of extensions, particularly when windows are situated on the side which face neighbouring gardens. However, the property currently has a rear dormer and the view from this dormer was assessed on site. Overlooking is already apparent from these windows to all the adjacent surrounding properties and the provision of a side facing window will not add to this significantly. It was noted on site that the largest degree of overlooking exists window closest to No 35 Glenfield Road and the window farthest away (close to where the proposed side facing window will be situated) a lessened degree of overlooking existing due to a large shed in the neighbouring garden.

In terms of the conversion of the garage into living accommodation, whilst it is recognised Glenfield Road is a bus route and the conversion will result in the loss of one parking space, it is seen that the conversion is covered within general permitted development and therefore considered acceptable. It was apparent upon visiting the site, on street parking is already taking place however there is still an acceptable level of car parking available on street along this road and additionally the property has an adequate sized driveway for the parking of one vehicle.

The juliet balcony proposed for the first floor side elevation is proposed to be removed from the proposals and a tall window situated in its place. The reasoning behind this was to prevent occupiers from walking out of the Juliet balcony onto the flat roof created by the new single storey rear extension.

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.

Equalities & Diversities issues

None

Conclusions

Recommended for approval

Recommendation

In respect of the application dated **07/12/2010** and the submitted drawings, **01, 02, 03, 04, 05A & 06A** , 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.

APPROVED PLANS

The development hereby permitted shall be carried out in accordance with the following approved plans: (01, 02, 03, 04, 05A & 06A)

Reason:

For the avoidance of doubt and in the interests of good planning, 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: the impact on neighbour amenities and the impact on the character and visual appearance of the area, 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:

CS34 - Planning Application Consideration
SPD1 - Development Guidelines