

**DONCASTER METROPOLITAN BOROUGH COUNCIL**

**PLANNING COMMITTEE – 14<sup>th</sup> November 2017**

**Application**      **04**

<b>Application Number:</b>	16/02589/FUL	<b>Application Expiry Date:</b>	27 <sup>th</sup> December 2016
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<b>Application Type:</b>	Full application
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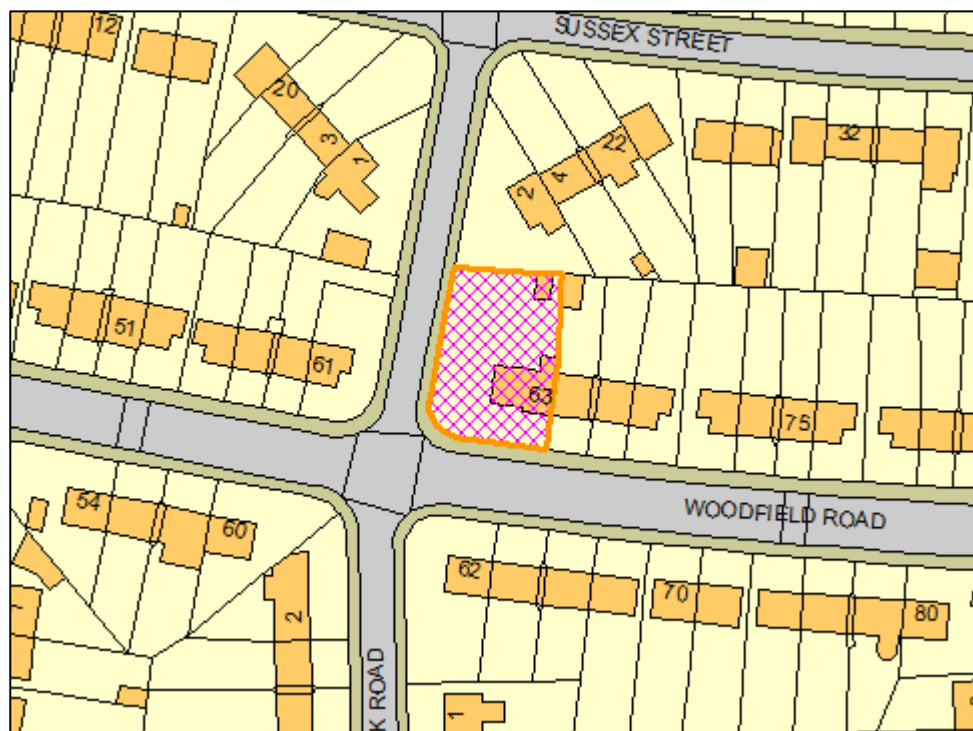
<b>Proposal Description:</b>	Proposed conversion and extension of existing dwelling to form six apartments.
<b>At:</b>	63 Woodfield Road, Balby

<b>For:</b>	Mr Adrian Kadria
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<b>Third Party Reps:</b>	54	<b>Parish:</b>	
		<b>Ward:</b>	Balby South

<b>Author of Report</b>	Mel Roberts
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<b>MAIN RECOMMENDATION:</b>	GRANT
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## **1.0 Reason for Report**

1.1 This application is being reported to planning committee because of the public interest shown in the proposal.

1.2 The application was also deferred from the 17<sup>th</sup> October Planning Committee for a site visit, to assess the impact on the local highway network and to assess whether the proposal is over intensive.

## **2.0 Proposal and Background**

2.1 This application seeks planning permission for the proposed conversion and extension of an existing dwelling to form six apartments. The proposal is to convert number 63 Woodfield Road from a single dwelling to 2 one bedroom flats and this includes a first floor extension over the existing single storey extension at the rear of the property. The application also includes the extension of the existing property to the side to create another 4 two bedroomed flats; the existing single storey garage at the side of the property is to be demolished. There are 2 parking spaces proposed at the front of the proposed flats off Woodfield Road and a further 4 spaces at the rear of the flats accessed off Kent Road. There is also an amenity area proposed at the rear of the flats.

2.2 The proposal has been amended since it was originally submitted. The original proposal was for conversion of the existing dwelling to 2 one bedroomed flats and an extension to create an additional 6 one bedroomed flats (8 flats in total). This scheme was considered over-intensive development of the site with overlooking of number 2 Kent Road and dominant frontage parking to the detriment of the street scene and so was amended to the scheme as currently proposed.

## **3.0 Relevant Site characteristics**

3.1 Number 63 Woodfield Road sits at the end of a terrace of similar 2 storey properties. The property has garden area to the side, which is to be used for the extension and is currently covered in hard standing. The area to the rear of the property is currently used as a garden to serve the existing dwelling.

3.2 The application site slopes down from number 62 Woodfield Road towards the properties to the north on Kent Road. There is an existing low wall surrounding the site on both Woodfield Road and Kent Road with vehicle access to the property currently gained from Woodfield Road. The surrounding area is residential in nature with 2 storey houses comprising a mixture of terrace and semi-detached properties.

## **4.0 Relevant Planning History**

4.1 There is no relevant planning history to this site.

## **5.0 Representations**

5.1 A petition with 52 signatures was submitted in opposition to the application as originally proposed. No reasons for opposing the development were given in the petition.

2 letters of objection were also received against the original proposal, which can be summarised as follows:

- i) The size of the proposed new building is not in keeping with area.
- ii) The junction onto Woodfield Road from Kent Road is already a slightly blind corner on the right and the proposed changes will compound the problem on the left side.
- iii) Parking would result in pollution and traffic congestion.
- iv) Loss of privacy from overlooking.
- v) Disruption from building works.
- vi) Loss of value to surrounding properties.
- vii) Loss of light to neighbouring properties.
- viii) Noise from potential tenants.
- ix) Danger to children walking to school from additional traffic.

5.2 Following receipt of the above objections, the scheme was amended to reduce the number of flats and therefore the impact of the development on the character of the area and on neighbours. Letters were sent out to all original objectors stating that amended plans had been received. No further objections have been received to the amended scheme.

## **6.0 Relevant Consultations**

6.1 Highways have raised no objections to the application because each flat will have a parking space and there is adequate visitor parking space on the existing road network.

6.2 Pollution Control has responded and has raised no objections.

6.3 The Shire Group of Internal Drainage Boards has responded and has raised no objections.

## **7.0 Relevant Policy and Strategic Context**

### National Planning Policy Framework

7.1 The National Planning Policy Framework (NPPF) has as its central theme a presumption in favour of sustainable development. It does not change the statutory status of the Development Plan as the starting point for decision making set out at Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990 (Paragraph 12). It confirms that planning law requires that applications for planning permission must be determined in accordance with the Development Plan, unless material considerations indicate otherwise.

### Doncaster Core Strategy

7.2 Policy CS2 states that the main urban area (including Balby) will be the main focus for growth and regeneration.

7.3 Policy CS14 relates to design and sustainable construction and states that all proposals in Doncaster must be of high quality design that contributes to local distinctiveness, reinforces the character of local landscapes and building traditions, responds positively to existing site features and integrates well with its immediate and surrounding local area.

### Doncaster UDP

7.4 Policy PH11 states that within Residential Policy Areas, development for housing will normally be permitted except where the development would be at a density or of a form which would be out of character with the area or would result in an over-intensive development of the site, or the effect on the amenities of nearby properties would be unacceptable.

## **8.0 Planning Issues and Discussion**

### Principle

8.1 The site lies within a Residential Policy Area as allocated in the Doncaster UDP, where policies allow for additional housing. The site also lies within the main urban area and policy CS2 of the Core Strategy states that this should be the focus for growth. The site lies within Flood Zone 1 and so is not at risk from flooding. The site is in a sustainable location being located close to local amenities and bus stops. The proposal will provide additional housing and add to the mix of accommodation in this area. The proposal is therefore acceptable in principle.

### Design and Residential amenity

8.2 The proposal has been designed to ensure that the extension follows the scale and design of the existing dwellings along Woodfield Road. The proposal will extend the existing terrace and will replicate the larger terraces on the opposite side of Woodfield Road and so will not appear out of character with the area. The roof is to be hipped to match the other properties in the area. The proposed materials are to be secured by a condition, but it is envisaged that the materials will match those of the adjacent dwelling. The proposal is not an over-intensive development of the site and retains a useable amenity area at the rear.

8.3 The proposal has been amended to ensure that there is no longer any loss of amenity to number 2 Kent Road through either overlooking or overshadowing. Although the land is raised above that of number 2 Kent Road, the separation distance of 21 metres will ensure that overlooking is not harmful. There are adequate separation distances to the properties on the other side of Woodfield Road and no windows on the side elevation that face towards 61 Kent Road. The application therefore accords with policies CS14 of the Core Strategy and policy PH11 of the Doncaster UDP.

### Highways

8.4 There are no highways issues in terms of the impact that the development will have on highway safety. There is 1 car parking space per flat and adequate room on the wide roads to provide for visitor parking.

## Other issues

8.5 In terms of the other issues raised by residents, there is always likely to be some disruption during construction of the development, but there are powers available to Environmental Health to ensure that this does not become problematic. The potential loss of value to surrounding properties is not a material planning consideration and so no weight can be given to this. There is no reason to suggest that noise from tenants will create such a disturbance that planning permission should be refused. The additional traffic that this development will create will be minimal and will not create danger to children walking to school.

## **9.0 Summary and recommendation**

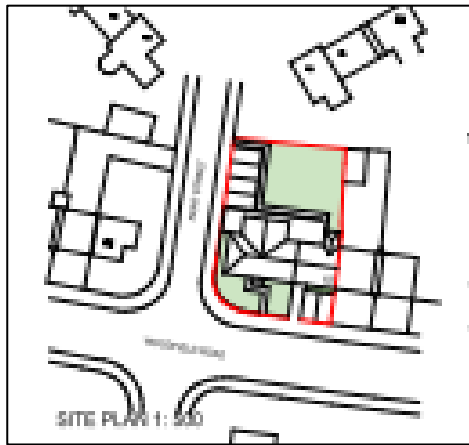
9.1 The proposal will add to the housing mix in a sustainable location. The design is in keeping with the area and will avoid any loss of amenity to surrounding properties. There will be no impact on highway safety and the amount of parking provided is adequate for the type of accommodation proposed in this location.

9.2 It is therefore recommended that planning permission be granted subject to the following conditions:

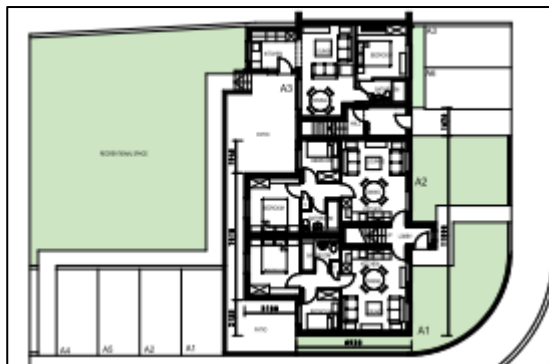
1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.  
REASON  
Condition required to be imposed by Section 91(as amended) of the Town and Country Planning Act 1990.
2. The development hereby permitted must be carried out and completed entirely in accordance with the terms of this permission and the details shown on the approved plans listed below:  
Drawing number 016/057/PD/REV C.  
REASON  
To ensure that the development is carried out in accordance with the application as approved.
3. The external materials and finishes shall match the existing property.  
REASON  
To ensure the satisfactory appearance of the development in accordance with policy ENV54 of the Doncaster Unitary Development Plan.
4. The development hereby approved shall not be brought into use until a crossing over the footpath/verge has been constructed in accordance with a scheme previously approved in writing by the local planning authority.  
REASON  
To avoid damage to the verge.

**The above objections, considerations and resulting recommendation have had regard to Article 8 and Article 1 of the First Protocol of the European Convention for Human Rights Act 1998. The recommendation will not interfere with the applicant's and/or objector's right to respect for his private and family life, his home and his correspondence.**

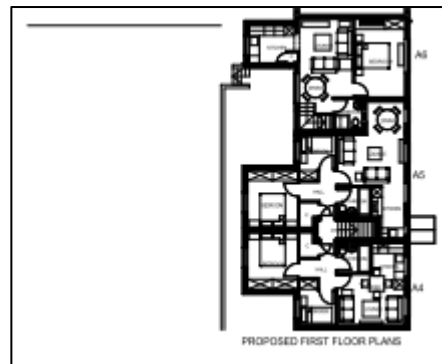
# Appendix



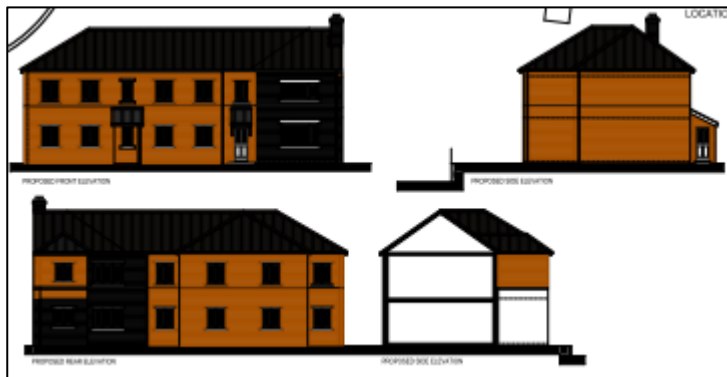
Plan 1 Site layout plan.



Proposed ground floor plan



Proposed first floor plan



Proposed elevations