

Application Number: FUL/2019/1028

248 Charter Avenue

Two-storey and single storey rear extension, alteration to roof including a rear dormer window and conversion to a house in multiple occupation for 7 occupants

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| WITHIN GREEN BELT? | No |
| VISIBLE FROM GREEN BELT? | No |
| WITHIN CONSERVATION AREA? | No |
| LISTED BUILDING? | No |

POLICY GUIDANCE

The Coventry Local Plan 2016 to 2031 has been adopted on 05/12/2017. Policies that are relevant include: **AC2/AC3/AC4/DE1/DS3/H11/H5/GE3**

SPG Extending Your Home adopted by Planning Committee on 10 April 2003 and reviewed on 15 December 2005, both following public consultation exercise in accordance with PPG12

ADDRESS AND DATE OF NEIGHBOUR NOTIFICATION

Adjoining neighbouring properties were notified on 23 May 2019 and a site notice was displayed on 24 May 2019; an objection has been received on the ground of loss of lights from the proposed extensions.

RELEVANT HISTORY

- FUL/2017/3115 - Change of use to house in multiple occupation for 7 occupants and extensions, refused 01/02/2018
- FUL/2017/2288 - Change of Use to HIMO (9 Persons) and proposed extensions, withdrawn 06/11/17
- R/2002/0660 - Two-storey side extension and ground floor rear extension, approved 29/05/02

CONSULTATION RESPONSES

Environmental Protection – no objection, subject to conditions to minimise impact on air quality

Highways – No objection subject to conditions

ISSUES

The planning application seeks permission to erect a two-storey and single storey rear extension, linking into the existing two-storey side/rear extension and subsequently conversion of the house to a house in multiple occupation for 7 occupants. The proposed extension also involves converting the hipped ended roof of the original house and side extension into gable ends and a rear dormer on the original roof and two roof lights on the front roof slope.

This is a revised submission following refusal of the last application for a similar proposal. The last application was refused on design grounds and lack of sufficient information to demonstrate the application site would have sufficient parking provision and as a result the proposal would not maintain highway safety and free flow of traffic. The design issue was around the hipped to gable conversion of the main roof without the roof above the side/rear extension. In addition, the roof above the proposed rear extension did not integrated well with the rest roof design of the house. Absence of a pre-determinative bat survey was also a reason for the last refusal.

Both of the main two refusal reasons have been addressed in this submission. The hipped ended roof of the existing two-storey side/rear extension will be re-designed with a gable ended roof to complement the hipped to gable conversion of the original roof. This arrangement would not appear completely incongruous in the

street scene due to the neighbouring house which has already been altered with a hipped to gable roof, although the roof of the adjoining semi remains hipped in design. It is acknowledged that there has been some loss to the rhythm of the hipped roofed properties in the street scene through hip-to-gable alterations carried out under permitted development, and therefore without assertion of substantial harm in terms of character and appearance of area, refusal of a hipped to gable conversion would not be sustainable.

A parking survey is submitted with the current submission which demonstrates that significant numbers of on-street parking regularly available within easy reach of the site. Nevertheless, the site is in a highly sustainable location with no direct conflict to the NPPF's presumption in favour of sustainable development. Therefore, parking should not be a constraint in this instance. However, a condition is suggested to secure cycle storage in accordance with SPD 'Delivering a more sustainable city' and to assist in meeting the aims of Policies DS3 and AC4 which promote sustainability and encourage provision of cycling and walking. The Highways Officers do not raise any objections. It is considered that the proposal is unlikely to result in the intensification in demand for on road parking provision to the detriment of the amenities of the occupiers of adjacent dwellings.

The last application was also refused on ecology grounds. In the last application, the ecologist requested an initial bat survey, due to the significant works to the roof and the records of bats within the locality. The current submission has not included bat survey of the property, in particular the roof space of the house. To overcome this issue, the applicant/agent has agreed to carry out a bat survey before the commencement of the development. A pre-commencement condition requiring submission of a bat survey will be imposed to ensure the protected species like bats are not be affected by the proposal.

In terms of built form, the proposed extensions will not breach the 45-degree sightline measured from neighbouring windows and the ground floor extension is below 3m deep. The scheme therefore complies with the SPG in this regard and is not considered to result in any significant loss of light, outlook or amenity to the occupiers of surrounding properties. In the last application, the two-storey and single storey rear extensions were found acceptable in terms of neighbouring amenities and the proposed extensions in this submission remain the same as last application. The rear box dormer is acceptable in itself, as it would be fairly unobtrusive to the rear elevation and is not an uncommon addition to properties in the locality.

It is acknowledged that the use of a property as an HIMO is often clearly different from occupation as a family house. The general level of activity associated to a HIMO is significantly greater than a typical family house and therefore increases the potential for noise and disturbance. However, in this case, it is considered that the proposed extension and alteration would be capable of accommodating one additional occupant (up to 6 residents is permitted development) and impacts in terms of noise and disturbance would not be expected to be significantly more than would have been expected from 6 persons housed in multiple occupation. Environmental Protection has no objection to the proposal in terms of noise and disturbance. It is not considered that the additional residents (up to 7 persons) are likely to have a detrimental impact on residential amenities. However, it is considered justifiable to condition the maximum number of residents to 7 to ensure the residential activities/uses within the property remain at a reasonable level and does not affect the neighbouring occupiers and their amenities. It is not considered such a small increase in the occupancy level at this site would have any significant impact on local services.

It is considered that the size of the bedrooms and the kitchen/dining is all reasonable and appears to have retained a satisfactory standard of living accommodation. Entrance to all 7 bedrooms is through the main entrance door of the property. The rear garden is available to all the occupiers of property which appears satisfactory in terms of amenity space. The bin storage area and cycle storage provisions would be provided in the rear garden which has direct access from the front without going through the property. Appropriate conditions will be imposed to ensure the bin storage and cycle storage are provided as approved drawings.

Therefore, it is considered that the proposed change of use would create a satisfactory residential accommodation as per CLP Policy H11 and complies with the Policies AC2, AC3, AC4, DE1 and DS3 of the Coventry Local Plan 2016.

Officers have taken equality implications into account in the assessment of this application; it is considered that there are no known equality implications arising directly from this development.

CONCLUSION

The application site is in a highly sustainable location and adjacent to the University of Warwick, Charter Avenue Local Centre and Cannon Park District Centre. There are bus stops on nearby Charter Avenue provide access to the City Centre and the University of Warwick. There are also safe and convenient walking and cycling routes to the University of Warwick campus. It is considered that the proposal will not cause material harm to the neighbouring amenity in terms of noise and disturbance, loss of light, privacy and parking. It is not considered that proposal would have significant impact on the highway safety and free flow of traffic and for these reasons the proposal is considered acceptable.