
APPLICATION DETAILS

Application No:	17/0252/FUL
Location:	1 Gretton Avenue Middlesbrough TS4 3QT
Proposal:	Conversion of existing dwelling into 2no flats and erection of new 1 bed apartment to side
Applicant:	We Buy Any House
Agent:	Mr Paul Alexander
Ward:	Ladgate
Recommendation:	Approved with Conditions

SUMMARY

Planning permission is sought for conversion of an end terrace dwelling into two, one bedroom, self-contained flats and the erection of a two storey extension to the side to provide an additional one bedroom dwelling.

A total of 9 neighbours were informed of the proposal, no objections were received.

The main considerations are the principle of the use, loss of family housing, design of the proposed extension, impact on the amenity of nearby residents and provision of adequate parking facilities for future occupants of the flats.

The proposal has been assessed against local policy and guidance and it is considered that the development will be in keeping with the residential nature of the surrounding area and will result in a choice of affordable homes and will not have an adverse impact on the character of the area. The proposal will not have any significant impact on the amenity of nearby residents and adequate parking facilities are to be provided within the site, thereby preventing any significant impact on matters of highway safety.

Officer recommendation: Approve with conditions.

SITE AND SURROUNDINGS AND PROPOSED WORKS

No.1 Gretton Avenue is a two storey, end-terrace, three bedroom dwelling with a detached single garage to the rear and gardens to the front, side and rear. It is located on the corner of Broadwell Road and Gretton Avenue opposite an area of public open space in a residential

area of Middlesbrough. The surrounding area features a mix of two storey, semi-detached and terraced dwellings with front and rear gardens.

The proposal subject of this application is for the conversion of the existing dwelling to two self-contained flats with a two storey extension to the side to provide an additional one bedroom dwelling. Four parking spaces, including the existing garage, are provided to the side/rear of the dwellings with vehicular access taken from Broadwell Road.

PLANNING HISTORY

There is no relevant planning history associated with this site.

PLANNING POLICY

In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, Local Planning Authorities must determine applications for planning permission in accordance with the Development Plan(s) for the area, unless material considerations indicate otherwise. Section 143 of the Localism Act requires the Local Planning Authority to take local finance considerations into account. Section 70(2) of the Town and Country Planning Act 1990 (as amended) requires Local Planning Authorities, in dealing with an application for planning permission, to have regard to:

- a) *The provisions of the development plan, so far as material to the application;*
- b) *Any local finance considerations, so far as material to the application; and*
- c) *Any other material considerations.*

The following documents together comprise the Development Plan for Middlesbrough;

Middlesbrough Local Plan;

- *Housing Local Plan (2014);*
- *Core Strategy DPD (2008, policies which have not been superseded/deleted only);*
- *Regeneration DPD (2009, policies which have not been superseded/deleted only);*
- *Tees Valley Joint Minerals and Waste Core Strategy DPD (2011);*
- *Tees Valley Joint Minerals and Waste Policies & Sites DPD (2011);*
- *Middlesbrough Local Plan (1999, Saved Policies only); and*
- *Marton West Neighbourhood Plan (2016, applicable in Marton West Ward only).*

The overarching principle of the National Planning Policy Framework (NPPF) is to support sustainable development, and that it should go ahead without delay. It defines the role of planning in achieving economically, socially and environmentally sustainable development and recognises that each are mutually dependent. The NPPF requires local planning authorities to approach development management decisions positively, utilising twelve 'core planning principles', which can be summarised as follows:

- *Being plan led;*
- *Enhancing and improving areas;*
- *Proactively drive and support sustainable economic development to deliver homes, business, industry and infrastructure and a thriving local economy;*

- *Always seek a high quality of design and good standard of amenity for existing and future occupants;*
- *Take account the different roles of areas, promoting the vitality of the main urban areas whilst recognising the intrinsic character of the countryside;*
- *Support the transition to a low carbon future, taking full account of flood risk, resources and renewables;*
- *Contribute to conserving and enhancing the natural environment;*
- *Encourage the effective use of land;*
- *Promote mixed use developments;*
- *Conserve heritage assets in a manner appropriate to their significance;*
- *Actively manage patterns of growth making fullest use public transport, walking and cycling and focus significant development in sustainable locations; and*
- *Take account of local strategies to support health, social and cultural well-being and deliver community and cultural facilities to meet local needs.*

The planning policies and key areas of guidance that are relevant to the consideration of the application are:

DC1 - General Development
 CS4 - Sustainable Development
 CS5 - Design
 H11 - Housing Strategy
 UDSPD - Urban Design SPD
 HGDC - Highway Design Guide

The detailed policy context and guidance for each policy is viewable within the relevant Local Plan documents, which can be accessed at the following web address.
<https://www.middlesbrough.gov.uk/planning-and-housing/planning/planning-policy>

CONSULTATION AND PUBLICITY RESPONSES

Middlesbrough Council Highways

No objection subject to a condition relating to provision of temporary parking and protection of footpaths and verges during construction and informatives relating deposit of building materials on the highway and naming and numbering of new properties.

Middlesbrough Council Environmental Health

No objection.

Middlesbrough Council Waste Policy

No objection.

Middlesbrough Council Public Sector Housing

No objection.

Cleveland Police Secured by Design

Applicant is recommended to develop to secure by design standards or to contact the Secure by Design officer for advice.

Public Responses

Nearby Neighbours were notified of the proposal, no objections were received.

Public Responses

Number of original neighbour consultations	9
Total numbers of comments received	0
Total number of objections	0

Total number of support	0
Total number of representations	0

PLANNING CONSIDERATION AND ASSESSMENT

Policy

1. The proposal should be assessed against Policies set out in the Development Plan. DC1, CS4 and CS5 in essence seek to ensure high quality sustainable development; ensure the amenity of nearby residents; character of the area and highway safety are not adversely affected by the development.
2. Policy H11 (Housing Strategy) also applies which supports the provision of a wide range of housing types, and also seeks to ensure provision of a balanced and sustainable housing stock.
3. The Urban Design Guide which sets out the principles of achieving high quality design and the Highway Design Guide are also of relevance.

Principle

4. Although conversion of the dwelling will result in the loss of family house, it will create three affordable housing units and it is considered that this will contribute to the provision of a choice of affordable homes and a balanced, sustainable housing stock in accordance with Policy H11.

Sustainability

5. The proposed development is located close to local amenities and sustainable transport routes and so is considered to be a sustainable form of development in accordance with Policy CS4.

Design

6. In relation to two storey side extensions for properties such as this, the Middlesbrough Urban Design Guide advises a 1m set back at first floor to avoid terracing and to help extensions appear subservient to the main dwelling. The front elevation of this proposed extension sits flush with that of the host dwelling and does not feature any setback, however, the property sits at the end of a terrace with a relatively large side garden and so the proposal will read as a natural extension of the existing terrace.
7. Although the side elevation of the extension will sit forward of the front elevation of the nearest property to the south on Broadwell Road by 3m, it is set 10m away. Furthermore the building line of properties on this stretch of road is staggered with each property stepping forward as it nears the site, the proposed extension will reflect that pattern. A garden area of 2.5m increasing 3m will be retained to the side of the proposed dwelling which will also sit well within the street scene.
8. The existing property has a 1m high open fence to the boundary that faces onto Broadwell Road which is in keeping with other boundary treatments in the area. Although there is no indication on the planning application that the fencing is to be altered, the side garden will become amenity space for the new dwelling which may result in the desire to enclose it with higher level fencing which may have an adverse impact on the character of the area. However, any fencing above 1m in this location would be require a further planning application and so would be subject to planning control.

9. In view of the above, it is considered that the proposal will be in keeping with the host property in terms of scale and design and will not have any significant impact on the character of the area in accordance with CS5 (test c) and DC1. (test b).

Impact

10. Where conversions of existing dwellings to flats is proposed, one of the main concerns is the potential for noise transference between living rooms at first floor and bedrooms at adjoining properties, however in the case of conversion to flats it is a requirement of Building Regulations that adequate noise insulation measures are provided to attenuate noise transference. Previously, conditions requiring noise attenuation measures have been imposed on planning permissions for conversions to flats, however this is no longer the case as it unnecessarily duplicates the requirements of Building Regulations.
11. The proposed extension is set over 10m away from the side elevation of 170 Broadwell Road to the rear and 20m from dwellings on the opposing side of Broadwell Road. There are no windows that will have a direct aspect to windows at nearby properties and so there is little prospect of overlooking or overshadowing of nearby properties.
12. In light of the above, it is considered that the proposed alterations will not have a significant impact on the amenity of nearby residents in accordance with Policy DC1 (test c).

Highways

13. There is currently a single garage at the property with a driveway to the front of it. Plans submitted with the application show three parking spaces plus the existing garage. Parking provision guidance (which is set out in the Highway Design Guide) in relation to flats is 1.5 spaces, although in the case of single bedroom flats that are located close to local facilities and public transport routes, as is the proposed development, this is reduced to one space per flat. As such it is considered there is adequate parking provision within the site.
14. Although cycle provision is not indicated on the submitted plans, there is adequate amenity space (rear garden) to accommodate cycle storage.
15. The Council's Highway Officer considered the application and raised no objection in terms of highway safety and so the proposal is considered to be in accordance with policy DC1 (test d).

Summary

16. The proposal has been assessed against local policy and guidance and is considered that the extension and conversion to flats will be in keeping with the residential nature of the surrounding area and will not have an adverse impact on the character of the area, amenity of nearby residents or matters of highway safety. All other issues raised have been considered but do not justify refusal of planning permission.

Conclusion

17. In view of the above, the proposal is considered to be an acceptable form of development fully in accordance with National and Local policy and is therefore recommended for approval.

RECOMMENDATIONS AND CONDITIONS

Approved with Conditions

1. Time Limit
The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which this permission is granted.

Reason: The time limit condition is imposed in order to comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

2. Approved Plans
The development hereby approved shall be carried out in complete accordance with the layout plans, elevations and specifications received on 28th April 2017 and the revised site plan received on the 6th September 2017 and shall relate to no other plans.

Reason: To ensure a satisfactory form of development and for the avoidance of doubt.

3. Materials
The materials to be used in the construction of the external surfaces of the development hereby permitted shall be agreed in writing with the Local Planning Authority prior to any above ground development taking place. The agreed materials shall then be utilised throughout the development.

Reason: To ensure the use of satisfactory materials.

4. Highways
A plan showing the location of temporary car parking to accommodate operatives and construction vehicles during the development of the site and measures to protect any existing footpaths and verges shall be submitted to and approved in writing by the Local Planning Authority and implemented upon commencement of construction and thereafter such parking is to be removed on completion of the works.

Reason: In the interests of amenity and highway safety.

4. Parking provision
There shall be no occupation of any of the units hereby approved until the parking bays as detailed on the approved plans have been implemented on site in accordance with constructional details which have first been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of amenity and highway safety.

REASON FOR APPROVAL

This application is satisfactory in that the extension and conversion to flats accords with the principles of the National Planning Policy Framework (NPPF) and the local policy requirements (Policy DC1, CS4, CS5 of the Council's Local Development Framework). In particular, the extension and conversion to flats will not prejudice the character and function of the area and does not significantly affect any landscaping or prevent adequate and safe access to the site. The extension and conversion to flats will be consistent with the residential uses of this location and it will not be detrimental to any adjoining or surrounding properties. The traffic generated, car parking and noise associated with the extension and conversion to flats will not be of a level likely to result in an unacceptable impact on nearby premises.

The application is therefore considered to be an acceptable form of development, fully in accordance with the relevant policy guidance and there are no material considerations, which would indicate that the development should be refused

INFORMATIVES

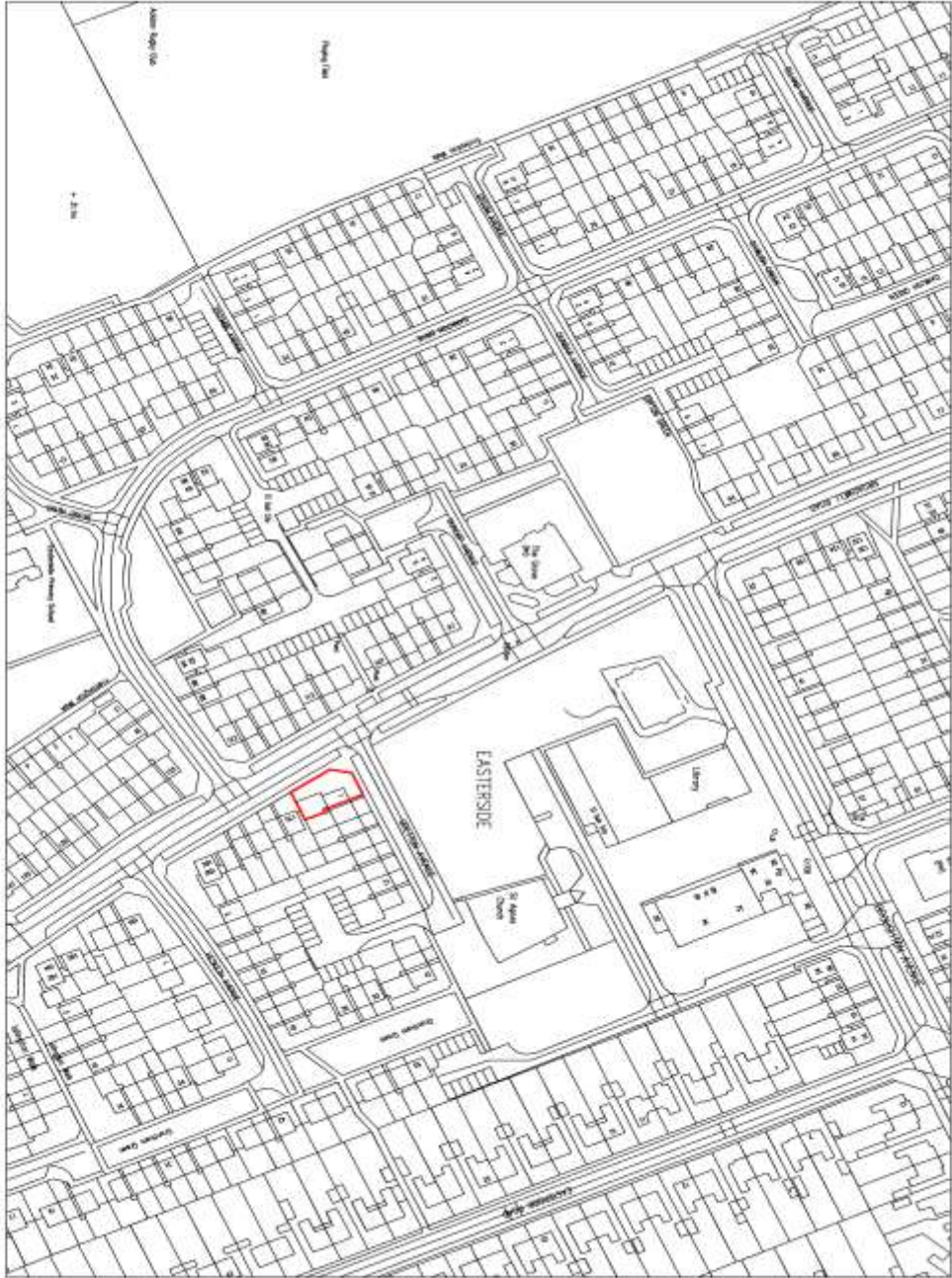
Informative: Highways related Matters

The applicant is reminded that building materials shall not be deposited on the highway without the specific consent of the Highway Authority.

Should the development require Street Names, Numbers and/or Post Codes the developer must contact the Council's Naming and Numbering representative on 01642 728155.

Case Officer: Maria Froggatt

Committee Date: 6th October 2017




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Project: 1 Carlton Avenue
 Middletown, Massachusetts
 Title: We Buy Any House
 Date: 08/20/2008
 Scale: 1:1250
 Sheet: A3
 Title Block: []