

Planning Services

COMMITTEE REPORT

APPLICATION DETAILS

APPLICATION NO:	4/12/00934/FPA
FULL APPLICATION DESCRIPTION	ERECTION OF TWO STOREY EXTENSION TO SIDE AND REAR OF PROPERTY, INCLUDING SINGLE STOREY SUN ROOM TO REAR, INSERTION OF NEW WINDOWS IN FRONT ELEVATION OF DWELLING, REBUILDING OF BOUNDARY WALLS AND REPLACEMENT OF DETACHED GARAGE (PART RETROSPECTIVE RESUBMISSION)
NAME OF APPLICANT	MR AND MRS WATSON
SITE ADDRESS	BECKWOOD, POTTERS BANK, DURHAM, DH1 3PP
ELECTORAL DIVISION	NEVILLES CROSS
CASE OFFICER	Laura Eden 03000263980 dmcentraleast@durham.gov.uk

DESCRIPTION OF THE SITE AND DEVELOPMENT

Site:

1. The application relates to a detached dwelling located on Potters Bank, to the east of the city centre. The property is surrounded by other residential properties to the side and rear with the highway Potters Bank located to the front elevation.

Development:

2. Planning permission has already been granted earlier this year under delegated powers for the erection of a two storey rear extension to the side and rear of the property including a single storey sun room to the rear, the insertion of new windows in the front elevation of the property, the rebuilding of boundary walls and replacement detached garage. When works commenced on site it became clear that they were not being carried out in accordance with the approved plans, specifically relating to the detached garage. A part retrospective application has therefore been received for the entire development and is being reported to the Planning Committee at the request of the local ward councillor.
3. To the rear, works are currently ongoing to construct the two-storey extension that projects out 5.2 metres from the rear elevation across the width of the dwelling. The hipped roof would have a maximum height of 8.6 metres matching the existing property; this however would be in the form of a part flat roof and would incorporate a dormer.

4. A single storey rear extension is also currently being built, located to the rear of the two storey extension projecting out an additional 3.7 metres by 4.93 metres wide. It would have a flat roof hidden behind a parapet wall.
5. In addition to the above, there would be a side extension projecting 4.5 metres from the side elevation with an overall depth of 5.6 metres. The extension is to facilitate an additional bedroom at first floor, with a drive through arrangement on the ground floor. This part of the extension is not currently under construction.
6. In relation to the garage, the approved plans showed a replacement building measuring 8.1 metres wide and 6 metres deep with a ridge height of 6 metres. Roof lights were proposed in the rear elevation, while the front elevation would benefit from a dormer to facilitate a room on the first floor. Originally it was proposed the garage would sit tightly against the boundary, separated by varying distances between 0.05 metres to 0.2 metres due to the fence line not being parallel to the build line.
7. From an assessment of the plans currently submitted and recent site visits, the garage has been constructed to the same proportions as the original proposal however there are two notable changes from the original approved plans: the distance it is located from the shared boundaries and the ground level from which the building has started.
8. The garage has been sited further away from the shared boundaries with neighbouring properties; the distances now ranging being between 0.45 metres and 0.6 metres. In terms of the other deviation from the approved plans, the ground level of the garage presents issues in terms of being able to provide an accurate measurement. The original application did not include specific details of ground levels or finished floor levels, principally because there was not considered to be a significant change in existing ground levels across the site that would have warranted a request for such information. Due to ground conditions the site had to be excavated down therefore the original ground level immediately adjacent to the garage is no longer present. All that remains is a small strip of original garden adjacent to the western boundary and from there a general assessment can be made that the base of garage appears to be at a level of between one and four brick courses above this level. This assessment is by no means conclusive and given that the original ground level has been removed there is now no firm evidence to establish accurately where the base of the garage should have been.

PLANNING HISTORY

4/12/00437/FPA - Erection of two storey extension to side and rear of property, including a single storey sun room to rear, insertion of new windows in front elevations of dwelling, rebuilding of boundary walls and replacement of detached garage, approved 07/06/2012

PLANNING POLICY

NATIONAL POLICY:

9. The Government has consolidated all planning policy statements, guidance notes and many circulars into a single policy statement, the National Planning Policy Framework (NPPF), although the majority of supporting Annexes to the planning policy statements are retained. The overriding message is that new development that

is sustainable should go ahead without delay. It defines the role of planning in achieving sustainable development under three topic headings – economic, social and environmental, each mutually dependant.

10. The presumption in favour of sustainable development set out in the NPPF requires local planning authorities to approach development management decisions positively, utilising twelve 'core planning principles'

The following elements are considered relevant to this proposal:

11. NPPF Part 7 – Requiring Good Design. The Government attaches great importance to the design of the built environment, with good design a key aspect of sustainable development, indivisible from good planning.

The above represents a summary of those policies considered most relevant. The full text can be accessed at: <http://www.communities.gov.uk/documents/planningandbuilding/pdf/2116950.pdf>

REGIONAL PLAN POLICY:

12. *The North East of England Plan - Regional Spatial Strategy to 2021 (RSS) July 2008, sets out the broad spatial development strategy for the North East region for the period of 2004 to 2021. The RSS sets out the region's housing provision and the priorities in economic development, retail growth, transport investment, the environment, minerals and waste treatment and disposal. Some policies have an end date of 2021 but the overall vision, strategy, and general policies will guide development over a longer timescale.*
13. In July 2010 the Local Government Secretary signalled his intention to revoke Regional Spatial Strategies with immediate effect, and that this was to be treated as a material consideration in subsequent planning decisions. This was successfully challenged in the High Court in November 2010, thus for the moment reinstating the RSS. However, it remains the Government's intention to abolish Regional Spatial Strategies.
14. Policy 8: Protecting and Enhancing the Environment seeks to promote measure such as high quality design in all development and redevelopment and promoting development that is sympathetic to its surroundings.

LOCAL PLAN POLICY:

City of Durham Local Plan

15. Policy E16 (Protection and Promotion of Nature Conservation) is aimed at protecting and enhancing the nature conservation assets of the district. Development proposals outside specifically protected sites will be required to identify any significant nature conservation interests that may exist on or adjacent to the site by submitting surveys of wildlife habitats, protected species and features of ecological, geological and geomorphological interest. Unacceptable harm to nature conservation interests will be avoided, and mitigation measures to minimise adverse impacts upon nature conservation interests should be identified.
16. Policy Q8 (Layout and Design – Residential Development) sets out the Council's standards for the layout of new residential development. Amongst other things, new

dwellings must be appropriate in scale, form, density and materials to the character of their surroundings. The impact on the occupants of existing nearby properties should be minimised.

17. Policy Q9 (Alterations and extensions to residential dwellings) states that proposals should have a scale, design and materials sympathetic to the character and appearance of the area, whilst ensuring no adverse impact upon residential amenity for adjacent occupiers.
18. Policy T1 (Traffic – General) states that the Council will not grant planning permission for development that would generate traffic likely to be detrimental to highway safety and / or have a significant effect on the amenity of occupiers of neighbouring property.
19. Policy T10 (Parking – General Provision) states that vehicle parking should be limited in amount, so as to promote sustainable transport choices and reduce the land-take of development.

The above represents a summary of those policies considered most relevant in the Development Plan the full text, criteria, and justifications of each may be accessed at <http://www.durham.gov.uk/Pages/Service.aspx?ServiceId=7534>

CONSULTATION AND PUBLICITY RESPONSES

STATUTORY RESPONSES:

20. Parish Council – No comments received
21. Cllr Holland – Concerned that the development has not been constructed in accordance with the approved plans. He is aware of the complaints and concerns raised by local residents in light of the delegated approval therefore considers it would be more appropriate if the application was assessed by the Planning Committee.

INTERNAL CONSULTEE RESPONSES:

22. Landscape – No objection to the proposal however suggest that the applicant supplies a landscape plan with new tree, shrub and screen planting shown.
23. Trees – It is not clear whether the existing tree on site has been sufficiently protected in accordance with BS:5837:2012 Trees in Relation to Design, Demolition and Construction Recommendations.
24. Design and Conservation – No objection is raised as the application is essentially the same as the previous approval albeit it for the slight repositioning of the garage.
25. Highways – No objection subject to the vehicular access being constructed in accordance with Section 184(3) of the Highways Act 1980.
26. Ecology – Section 4 of the Bat Risk Assessment should be conditioned as part of the approval.

PUBLIC RESPONSES:

The application was advertised by neighbour notification letters.

27. Three letters of objection have been received from local residents concerned on the grounds of loss of outlook, overbearing impact, scale of the development, overlooking, the retrospective nature of the development, overdevelopment in relation to the site and surrounding area generally.

APPLICANTS STATEMENT:

28. At the request of Steve Pilkington we attended site to look at the built detached garage at Beckwood. The building had been built in full accordance with the planning and building regulations drawings, but had been built 300mm further off the boundary (away from neighbours) than approved drawings.
29. This was for the ease of construction (to keep away from ex fences). This was not considered a problem by the contractor at the time, as it reduced rather than increased the impact of the garage on neighbours.
30. A second issue was raised on site – that of the height of the garage. The approved drawings show that the floor height of the garage matches current levels. This is the case. The floor level exactly matches the rear boundary ground level. The site strip to put in foundations and drive made the garage look raised up. Steve Pilkington suggested that the garage is 200-300mm higher than that approved. We have not argued this case as it depends where you take ground level to be.
31. It is our opinion that the garage is still an appropriate form of development and that it has no greater impact on neighbours than that approved.

The above represents a summary of the comments received on this application. The full written text is available for inspection on the application file which can be viewed at <http://217.23.233.227/WAM/showCaseFile.do?action=show&appType=planning&appNumber=4/12/00934/FPA>

PLANNING CONSIDERATION AND ASSESSMENT

32. The main planning issues in the determination of this planning application are: -
- Impact upon residential amenity
 - Impact upon visual amenity
 - Highways
 - Ecology
 - Other considerations

Impact upon residential amenity

33. In terms of neighbouring amenity policy Q9 the local plan aims to ensure that the development respects the privacy of adjoining occupiers of property. The policy is in accordance with the NPPF as it too seeks to secure a good standard of amenity for all existing and future occupants of land and buildings. Objections have been raised from the three properties to the east of the dwelling fronting out onto the A167 in addition to the local Councillor concerned on the grounds of loss of outlook, overbearing impact, scale of the development, overlooking, the retrospective nature of the development, overdevelopment in relation to the site and surrounding area generally. In taking account of these objections, visiting the site and considering the

development against the relevant planning policies the following assessment is made in relation to each element of the scheme.

Rear Extensions

34. The two storey rear extension will project out 5.2 metres from the rear elevation and a single storey extension 3.7 metres, a total of 8.9 metres from the existing rear elevation. This has the potential to impact on the amenity of neighbouring properties, particularly 'Premnager' and 'Corner House' however given the separation distances between the properties and the rear extension, along with garages to neighbouring properties it is not considered that a significant loss of amenity would arise. Windows are proposed in the rear and western elevation of the proposals however these would look towards gable elevations and would be screened by a proposed two-storey side extension, would look towards neighbouring properties at an acute angle or would be single storey. No changes to this aspect of the proposal have been made following the original delegated approval.

Side extension

35. In relation to the proposed side extension, this will project out 4.5 metres from the existing side elevation, creating a drive through the ground floor and a bedroom on the first. Given the orientation of the neighbouring property of Corner House, which is angled at 45 degrees to the application site a significant loss of amenity is not expected to arise as a largely open aspect will remain. No windows are proposed in the first floor side elevation, while ground floor windows would be obscured by the supporting walls of the drive through feature. This part of the development remains the same as the plans that were originally approved under delegated powers, and construction has not yet commenced on this aspect of the works.

Detached garage

36. It is apparent not only from the letters of opposition received from neighbouring properties as part of this application but also objections raised to the original proposal that the garage element of the redevelopment of Beckwood is a source of major concern to local residents. These concerns were taken into account as part of the original submission however following a detailed assessment by the case officer it was not considered that the proposals would adversely impact on residential amenity to a level that would justify refusal of the planning application. In light of the current circumstances it is considered that it would be beneficial to revisit the initial assessment by planning officers of this particular aspect of the development and this is included below for Members attention.
37. The existing garage to the side of the property was proposed to be demolished and relocated on the rear boundary of the site. The garage would be relatively substantial being double width with a room in the roof served by a dormer window therefore it has the potential to be used as an annex. The garage was to be located a minimum of 10.45 metres from the rear elevation of Russet Grey adjacent to an existing flat roofed garage associated with the property of Highway. The dormer window would face back towards the host property and that of Corner House at a minimum separation distance of approximately 12 metres.
38. Following visits to the site the original case officer assessed that it was apparent that the proposed garage would have an impact on the level of residential amenity experienced by Russet Grey and to a lesser extent Highway reducing the outlook of these properties given that they benefitted from a relatively open aspect at the time. It was considered that the blank gable end of the garage that Russet Grey would face onto would help to reduce its impact. Although the eaves and ridge height of the

garage was considered to be slightly higher than a standard garage, this was not considered to be excessive when compared to a more traditional detached garage. In addition to this assessment, Policy Q8 of the Durham City Local Plan sets out minimum separation distances from habitable rooms for new housing developments that are 6 metres to a single storey gable and 13 metres to a two-storey gable. As the proposed garage height lies between the typical heights of a single and two storey building, the separation distance to the neighbouring property of 10.45 metres, that was confirmed as being accurate following on site measurements taken by the case officer, was considered to be acceptable to prevent a significant loss of amenity arising. Furthermore, the orientation of the neighbouring properties would ensure that the garage would not block a significant amount of sunlight for prolonged periods.

39. A dormer window was proposed in the front elevation to the garage, with roof lights to the rear. In determining the impact of these it was considered that no significant loss of amenity would arise for the residential property to the rear, Highways, as limited views would be achieved over an extensive garden area. To the front however separation distances between the garage and the rear of Corner House would be in the region of around 12 metres. Despite the development and the neighbouring property being offset from one another it was considered that a loss of privacy could arise however account was taken of the limited openings in the rear elevation of Corner House that are partially obscured by vegetation and would be further protected by the proposed replacement boundary fence that it was considered would effectively screen the small amenity area. To the first floor of the neighbouring property, Corner House, the single window serves a landing area that is not considered to be a habitable room. Furthermore, only a relatively small level of accommodation was proposed in the roof space served by limited facilities therefore it was not considered that this room would be used on a frequent basis.
40. On balance it was concluded that while neighbouring residents would experience a reduction in the levels of amenity and privacy experienced at present, this was not considered sufficient to warrant refusal of the planning application given the site's characteristics, the orientation of the dwellings and separation distances achievable in line with planning policies. As a result the application was approved subject to standard conditions relating to time limit for commencement, compliance with approved plans, materials to be provided, limitation on the use of the garage and a restriction of its permitted development rights.
41. Following the approval, works started on site. With reference to the garage element in particular, due to it being timber framed, the structure was largely erected within a short space of time. Neighbouring properties alerted the Local Planning Authority that they had concerns that the structure had not been constructed in accordance with the approved plans therefore the matter was investigated by officers. These enquiries have revealed that although the garage has been constructed to the same proportions as the original approval in terms of its footprint, detailed design, ridge and eaves height there are two notable changes, the distance it is located from the shared boundaries with neighbours and the ground and floor levels as explained in Paragraph 8 above.
42. The garage has been sited further away from the shared boundaries with neighbouring properties; the distances now being between 0.45 metres and 0.6 metres therefore the structure is around 0.4 metres further away from Russet Grey and Highway than originally proposed. In terms of the other deviation from the approved plans, as indicated in Paragraph 8 above, the ground level of the original garden was not recorded. From initial site visits, the land appeared to be level hence

the previous case officer did not request levels plans to be submitted as part of the original application. However when work commenced on the build, as a result of ground conditions the site had to be excavated down therefore the original ground level is no longer present. All that remains is a small strip of original garden land adjacent to the existing western boundary fence, and from there a general assessment can be made that the base of garage appears to be at a level of between one and four brick courses above this level. In terms of an actual measurement this equates to between 7.5 and 30 centimetres, or between 3 and 12 inches. This cannot be confirmed accurately in the present circumstances, but is considered to be a reasonable assessment of the position.

43. Taking all relevant matters into account it is considered that the Local Planning Authority fully assessed the original proposal and given that it accorded with the relevant development plan policies the decision to approve the application was considered by officers to be correct. This remains the Local Planning Authority's position. Furthermore, the original application has been approved and commenced therefore the applicant could continue to implement the building works as per these plans. In light of this the main assessment of the current application has to be whether the changes to the garage in terms of its location and overall height cause harm to the amenity of adjacent residents over and above the original approval to a degree that would warrant refusal of the application. Although it is acknowledged that the roof height could be anywhere up to an estimated maximum of 30 centimetres higher than the original approval it is considered that the potential impact of this is mitigated to some extent by the fact that the development is now located around 0.4 metres further away from the site boundaries. Whilst acknowledging that it is also slightly closer to Corner House as a result of the repositioning, the impact of the additional height is not considered to be significant to that property. The garage has already been approved with a maximum height of 6.1 metres therefore in the context of the overall scheme the changes proposed as part of this application are considered to be relatively minor in nature.
44. As per the original assessment, it is considered that the development accords with the intentions of the relevant development plan policies and it is not considered that there are sufficient grounds to sustain a refusal given the relatively minor changes to the already approved application.

Impact upon visual amenity

45. The NPPF and in particular Section 7 deals with good design as it requires proposals to respect neighbouring properties and the local area more generally. At a local level Policy Q9 the City of Durham Local Plan requires the design, scale and materials of the development to be sympathetic to the main dwelling and the appearance of the area more generally. This policy is not considered to conflict with the intentions of the NPPF. Furthermore, policy 8 of the Regional Spatial Strategy for the North East of England sets out that all development should be sympathetic to their surroundings.
46. In assessing the proposed extension against the above policy context, while it is acknowledged that the proposed extensions are a significant increase on the size of the original property it is considered that they would have an acceptable impact on the character of the surrounding area and host dwelling. This is primarily because the alterations are located to the rear of the dwelling leaving its principle elevation largely unchanged, with the exception of a two-storey side extension set back from the front elevation in a subordinate manner. When viewed from the highways Potters Bank it is considered that the scheme will provide for an attractive form of

development, replicating appropriate fenestration detailing. The building was also in a poor state of repair prior to the works commencing, and the alterations would improve the appearance of the dwelling overall.

47. Concerns have been raised regarding potential over development of the plot however it is considered that significant amenity space will remain for future residents to a similar level to adjacent properties. The refurbishments of the existing boundary walls are considered appropriate and will help enhance the property. Overall, it is considered that the extensions would have an acceptable impact within the street scene.
48. The changes to the garage now mean that it is set slightly further within the site and there has been a limited overall increase to its height. It is considered these alterations are minor in nature in the context of the overall scheme and would not have an adverse impact on visual amenity given the design would remain the same as the original approval.

Highways

49. Policies T1 and T10 of the City of Durham Local Plan requires developments to achieve sufficient curtilage car parking and access arrangements. In this instance parking is available in the double garage to the rear of the site. An additional access is proposed to enable vehicles to enter and leave the site without reversing onto Potters Bank. This would be a significant improvement to the existing situation therefore the Council's Highways Officer has not objected to the scheme. They have advised that the new entrance would have to be constructed in appropriate manner and an informative would be added to this effect.

Ecology

50. Paragraph 11 of the NPPF and policy 16 of the Local Plan requires Local Planning Authorities to take into account, protect and mitigate the effects of development on Biodiversity Interests. In this instance the applicant has produced a bat risk survey assessing the likely presence of bats within the building. The survey has concluded that there was a low risk of bats being present however the Council's Ecologist has recommended that the mitigation section of the report is conditioned as part of any approval.

Other considerations

51. The majority of the concerns raised by neighbouring properties have been addressed in previous sections of the report.
52. The tree officer has assessed the application however due to ongoing building works at the site he was not able to gain access therefore it is not clear whether the existing tree on site has been sufficiently protected in accordance with BS:5837:2012 Trees in Relation to Design, Demolition and Construction Recommendations. The Arboricultural Impact Assessment forms part of the approved plans therefore the developer would be expected to follow its recommendations. Notwithstanding this, the tree is not subject to any protection through a Tree Preservation Order or Conservation Area status. Hence, the applicant would not require consent to prune or fell. Comments have also been received from the Council's landscape officer suggesting that the applicant supplies a landscape plan with new tree, shrub and screen planting shown. However, a condition of this nature would not normally be requested on a scheme relating to an extension of an existing dwelling, and it is not considered appropriate to attach one in this case.

CONCLUSION

53. To conclude, the application relates to substantial alterations and extensions to the property. However, it is not considered that the proposals would adversely impact on residential amenity to a level that would justify refusal of the planning application. Overall on balance, while neighbouring residents would experience a reduction in the levels of amenity and privacy experienced at present, this is not considered sufficient to warrant refusal of the planning application given the site's characteristics, the orientation of the dwelling and separation distances achievable in line with planning policies.
54. The main point of contention for neighbouring properties relates to the garage element. Although it is acknowledged that it has not been built fully in accordance with the approved plans, the changes on site are considered to be minor in nature in the context of the overall scheme. As the garage has been set further away from boundaries within the application site this is considered to help to mitigate any impacts arising from the minor increase in height. Furthermore, the applicant would have the fall back position of implementing the garage as per the original approved plans. The extensions and alterations are in keeping with the scale and character of the existing dwelling and associated land therefore do not represent over development. They have been sympathetically designed so as not to adversely affect the character of the area. No objection has been raised from the highways section as it is considered the new access arrangements will represent a significant improvement to the current situation.

RECOMMENDATION

Recommendation that the application is:

APPROVED subject to the following conditions Conditions

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

Reason: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby approved shall be carried out in strict accordance with the following approved plans. Plan References; Design and Access Statement, drg. no. 701-01, drg. no. 701-02, drg. no. 701-03, drg. no. 701-04, drg. no. 701-05, drg. no. 701-06 Rev D, drg. no. 701-07 Rev C, drg. no. 701-08 Rev C, drg. no. 701-09 Rev C, drg. no. 701-10 Rev D, drg. no. 701-11 Rev C, drg. no. 701-12 Rev D, drg. no. 701-13 Rev B, Bat Risk Assessment by Dendra Consulting Ltd dated 25th May 2012, Arboricultural Impact Assessment by Dendra Consulting Ltd dated 25th May 2012 all received 12/10/2012.

Reason: To define the consent and ensure that a satisfactory form of development is obtained in accordance with saved policies Q8, Q9, T1 and T10 of the City Of Durham Local Plan and Policy 8 of the Regional Spatial Strategy for the North East of England.

3. Notwithstanding the details shown on the submitted application, the external building materials to be used shall match the existing building in terms of colour, texture and size.

Reason: In the interest of the character, appearance and visual amenity of the surrounding area and to comply with policy Q9 of the City Of Durham Local Plan and Policy 8 of the Regional Spatial Strategy for the North East of England.

4. The detached garage hereby approved shall not be occupied at any time other than for purposes ancillary to the residential use of the dwelling currently known as Beckwood and shall not be occupied as a separate unit of residential accommodation.

Reason: In the interests of the visual amenity and privacy of neighbouring residents and to comply with policies Q8 and Q9 of the City Of Durham Local Plan

5. Notwithstanding the provisions of Class A, B, C and E of Part 1 Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-acting that Order) no extensions or alterations shall be carried out to increase the level of accommodation provided within the detached garage hereby approved.

Reason: In the interests of the visual amenity and privacy of neighbouring residents and to comply with policies Q8 and Q9 of the City Of Durham Local Plan

6. No development shall take place unless in accordance with the mitigation detailed within the protected species report titled Bat Risk Assessment by Dendra Consulting Ltd dated 25th May 2012 in particular Section 4.

Reason: To conserve protected species and their habitat in accordance with Policy E16 (Protection and Promotion of Nature Conservation) and NPPF Part 11 – Conserving and Enhancing the Natural Environment.

REASONS FOR THE RECOMMENDATION

1. The development was considered acceptable having regard to the following development plan policies:

NPPF National Planning Policy Framework - Part 7 Requiring Good Design
Regional Spatial Strategy for the North East of England – Policy 8 Protecting and Enhancing the Environment
City of Durham Local Plan – E16 Protection and Promotion of Nature Conservation, Q8 Layout and Design – Residential Development, Q9 Alterations and Extensions to Residential Property, T1 Traffic – General and T10 Parking – General Provision

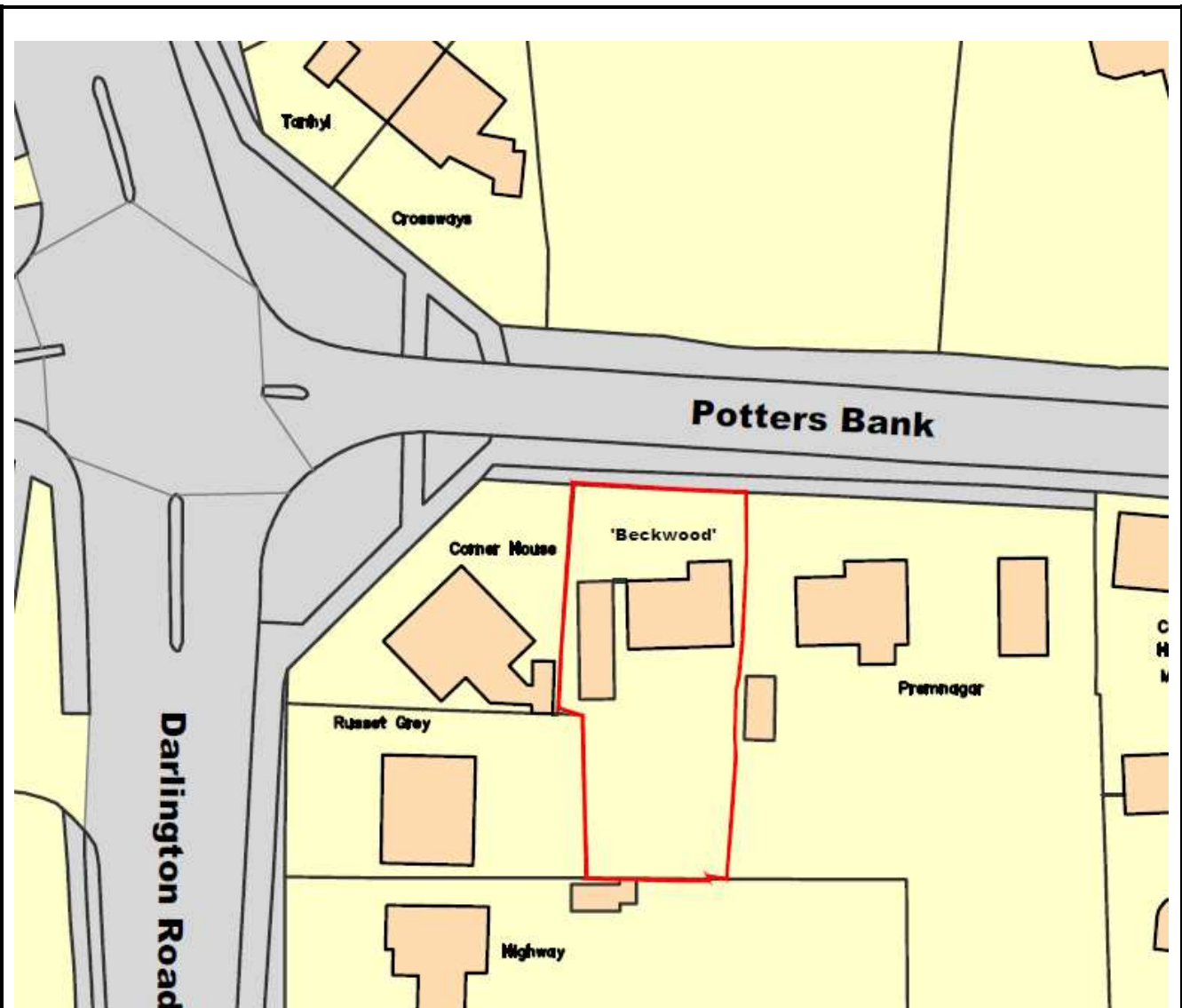
2. In particular the development was considered acceptable having regard to consideration of issues of residential amenity, visual amenity, highways, landscape and ecology.

3. The stated grounds of objection were not considered sufficient to lead to reasons to refuse the application. Although it is acknowledged that the garage as built deviates from the originally approved plans in terms of its siting and scale, in the context of the development these changes are considered to be relatively minor in nature. It is therefore not considered that it adversely impacts on amenity to an extent that would warrant refusal as the proposals are considered to be in accordance with planning policy.

BACKGROUND PAPERS

- Submitted Application Forms and Plans.
- North East of England Plan Regional Spatial Strategy to 2021 (RSS) July 2008
- City of Durham Local Plan 2001
- National Planning Policy Guidance – Part 7 Requiring Good Design

- Consultation Responses



Planning Services

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Comments

Date 11/12/2012

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