

Parish: Easingwold

Ward: Easingwold

2

Committee Date: 7 January 2016

Officer dealing: Mr T J Wood

Target Date: 11 May 2015

15/00530/FUL

Change of use of car sales showroom at garage site into owner's dwelling at Rose Bower Garage, Thirsk Road, Easingwold for Mr & Mrs Chris Wiggins.

1.0 SITE DESCRIPTION AND PROPOSAL

- 1.1 The site lies on the eastern side of Thirsk Road at the northern end of Easingwold. It relates to the Rose Bower garage building and forecourt area that fronts on to Thirsk Road.
- 1.2 The site has two access/egress points on to Thirsk Road. There are a number of residential properties surrounding the site and they include Four Winds, Halcombe and Rose Bower (house) and they are set at a higher level. An application has recently been approved for a two-storey 4-bedroom detached dwelling on the site directly to the east, see history below.
- 1.3 This proposal seeks permission to convert part of the garage building into a 3 bedroom dwelling for the owners. The workshop and MOT station would be retained as would one diesel pump on the forecourt. A second pump within the application site would be removed.

2.0 RELEVANT PLANNING & ENFORCEMENT HISTORY

- 2.1 The relevant planning history relates to the car repair, fuel and car sales garage and the adjacent land to the south and east.

Garage:

- 2.2 97/50454/P - Extension to existing garage; granted 5 June 1997.

Adjacent plot:

- 2.3 14/00252/FUL - Construction of a detached dwellinghouse; refused 30 June 2014 due to the design including overdevelopment, loss of amenity to neighbours and adequacy of access arrangements and lack of contribution towards Public Open Space provision.
- 2.3 15/00237/FUL - Construction of a detached dwellinghouse; granted 13 August 2015.

3.0 RELEVANT PLANNING POLICIES

- 3.1 The relevant policies are:

Core Strategy Policy CP1 - Sustainable development

Core Strategy Policy CP2 - Access

Core Strategy Policy CP4 - Settlement hierarchy

Core Strategy Policy CP16 - Protecting and enhancing natural and man-made assets

Core Strategy Policy CP17 - Promoting high quality design

Development Policies DP1 - Protecting amenity

Development Policies DP17 - Retention of employment sites

4.0 CONSULTATIONS

- 4.1 Easingwold Town Council - wish to see approved
- 4.2 NYCC Highways - no objections subject to conditions
- 4.3 Environmental Health Officer - no objections
- 4.5 Publicity - One objection from a neighbour raising concerns as to how both this application and the approved scheme 15/00237/FUL could be implemented together and stating that this would cause problems with access, turning and parking. There would be conflict between the uses in terms of traffic. The 150w floodlights would cause light pollution.

5.0 OBSERVATIONS

- 5.1 The issues to be considered include the principle of a residential use in this location; design and the effect on the character and appearance of the area; the impact on residential amenity; and highway matters.

Principle of residential use

- 5.2 The applicant states that they wish to create a residential unit on the site to enable them to live and work at the garage. It is proposed that the show room section of the garage would be converted to a 3-bedroom dwelling and that the workshop/MOT station would be retained. The employment element would be retained on site and this would be in accordance with Policy DP17. In terms of the location the principle of a dwelling in this location is accepted as the site falls within the Development Limits of Easingwold. It is considered that the proposed residential use is therefore acceptable in principle.

Design, character and appearance

- 5.3 Given that it relates to a conversion of an existing building, the starting point for assessing the design of the proposal must be the change it would make from the current appearance of the building. The proposals require alteration to the existing showroom area and would involve changes to windows and doors to create a more domestic frontage to of the dwelling which would respect that of the host building and would not adversely impact on the area. Infill materials would be brick to match existing. The area is characterised by a mix of house types and designs. The existing garage building sits within the street scene albeit at the end of the built form of Thirsk Road, the building, the fuel pumps and the vehicles parked around the site define the character of the site.
- 5.4 The proposal would change the character by altering the materials and openings on part of the built frontage but the view from the street would not be adversely affected by the proposal and in some respects would be improved by the use of more traditional materials and landscape planting. Whilst the result design would not create the appearance of a conventional dwelling the scheme can provide the space and amenities required for a dwelling. The changes are of a domestic scale on a building of domestic scale the only feature that is unusual for a domestic property is the deep fascia board and flat roof; however these are existing features and do not render the conversion scheme unacceptable.

Amenity

- 5.5 Due to separation distances between the garage and the neighbouring dwellings and the fact that the garage is set at a lower level than the neighbouring properties and as the scale and footprint would not change, and no overlooking windows or overshadowing would be caused the proposal would not be overbearing to neighbours. The proposed development is in accordance with LDF Policy DP1.
- 5.6 Fenced amenity space of about 5 metres in width would be provided to the side and about 3.5 metres would be provided in front of the new dwelling such that there would be a total amount of space normally considered sufficient for bin and recycling storage and sitting out space to meet the basic needs of the residents as required by Policy DP1. However, the amenity space would be of an irregular shape and the front, more public, section is likely to be of limited value because it would front onto an access shared with the garage.
- 5.7 The advice from the environmental health officer is given on the understanding that the dwelling could be occupied independent of the retained garage.

Highway matters

- 5.8 Two parking places would be provided for the dwelling and two spaces for customers on the forecourt to the garage. The parking spaces to the adjacent plot (approved under reference 15/00237/FUL) are shown to be revised, to enable both applications to be implemented. The change to the parking provision for the neighbouring plot would require approval to the variation of the detail for that site but that is not a matter that is to be determined by this application. The Highway Authority has no objections to the scheme subject to appropriate conditions.

6.0 RECOMMENDATION

- 6.1 That subject to any outstanding consultations the application is **GRANTED** subject to the following conditions:
1. The development hereby permitted shall be begun within three years of the date of this permission.
 2. The permission hereby granted shall not be undertaken other than in complete accordance with the location plan; revised street scene; revised block plan; revised elevations and revised plan (floor layout) received by Hambleton District Council on 18 November 2015 and the materials specified on those plans, unless otherwise approved in writing by the Local Planning Authority.
 3. No part of the development shall be brought into use until the vehicle parking, access and turning areas have been constructed in accordance with the drawing (Reference W313/16A). Once created these areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.
 4. Notwithstanding the approved plans, the footpath to Thirsk Road across the full width of the site shall be maintained to a width of no less than 800mm.
 5. Notwithstanding the provisions of any General or Special Permitted Development Order the dwelling shall not be extended and no structures shall be formed within the curtilage of the building.

The reasons are:

1. To ensure compliance with Sections 91 and 92 of the Town and Country Planning Act 1990 and where appropriate as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
2. In order that the development is undertaken in a form that is appropriate to the character and appearance of its surroundings and in accordance with the Development Plan Policies.
3. To provide for appropriate on-site vehicle facilities in the interests of highway safety and the general amenity of the development.
4. To allow for safe pedestrian access across the site in accordance with Policy CP2.
5. To allow the Local Planning Authority to retain control of the amount of outdoor amenity space to meet the reasonable needs of occupiers in accordance with Hambleton Local Development Framework Policies CP1 and DP1