

Report of the Chief Executive

APPEAL DECISION

APPLICATION NUMBER:	19/00610/FUL
LOCATION:	232 Queens Road Beeston Nottinghamshire NG9 2BN
PROPOSAL:	Construct three storey side extension and convert existing house to create 7 apartments, rear dormer, first floor rear extension, demolish existing garage, external alterations, new vehicular and pedestrian access, 7 car parking spaces and bin and cycle stores (revised scheme)

ORIGINAL RECOMMENDATION BY OFFICER - APPROVE

REASON FOR REFUSAL BY COMMITTEE - The proposed development would be over-intensive with insufficient parking and the extension would not appear subservient to the existing building. A significant loss of neighbour amenity would result from the proposal. Accordingly, the proposal would be contrary to Policy 17 of the Part 2 Local Plan (2019), Policy 10 of the Broxtowe Aligned Core Strategy (2014) and the National Planning Policy Framework (2019).

LEVEL OF DECISION: COMMITTEE

APPEAL DISMISSED

The Inspector dismissed the appeal due to the significant size and massing of the extension in a prominent location, the adverse visual impact of the undercroft and dormer window and the constrained car parking layout. It was concluded that the proposal would be excessive in scale for its site and unduly dominant in the street scene of Dagmar Grove and would detract from the prevailing character of traditional semi-detached and terrace dwellings.

Whilst the Inspector acknowledged the site was spacious and capable of being developed, it was concluded that the extension would be large in size, not subservient and although read as two dwellings from Queens Road, would appear as a single, substantial structure when viewed from Dagmar Grove. The Inspector recognised the depth of the extension was reduced from the 19/00272/FUL application but noted the extension extended beyond the building line with Dagmar Grove and the size and forward position would result in it appearing dominant and imposing on the street scene of Dagmar Grove and would harmfully enclose the open corner.

The Inspector concluded the rear dormer, although reduced in size from the 19/00272/FUL application, had an offset window which would appear discordant and would draw undue attention to its appearance. Furthermore, the Inspector concluded it would be a harmful addition to the existing building which would fail to respect its traditional character.

The Inspector concluded that due to the height of the undercroft roof, the void at ground floor would still be visible from the street scene from the vehicular entrance and the need for this to provide space for parking and necessary storage facilities for bins and cycles adds to the impression of the development being squeezed onto the site. The Inspector recognised that the parking arrangement was constrained and would lead to convoluted manoeuvres which contributed to concerns in relation to the overall scale of the development.

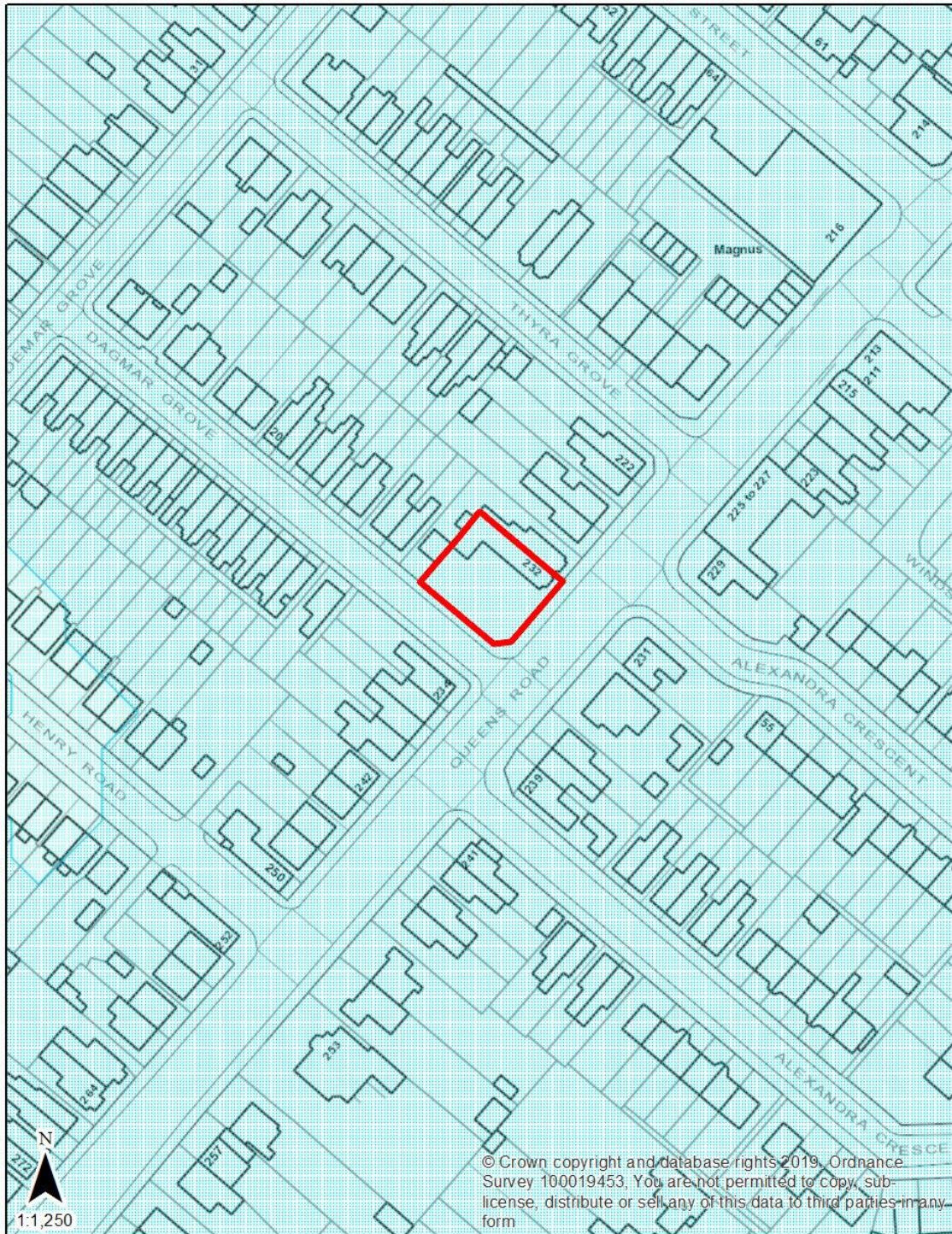
The Inspector acknowledged in relation to parking that the Highways Authority had not objected to the application but considered the parking arrangement may lead to an increase in on-street

parking. However, it was concluded that due to the sustainable location of the site (close to Beeston and Nottingham by bus and tram), this would not result in demonstrable harm to neighbouring occupants.

The Inspector concluded there would not be an unacceptable impact on neighbouring occupants in relation to noise and disturbance, outlook, overlooking or loss of privacy and that future occupants of the development would have a satisfactory level of light and outlook.

To conclude, the Inspector dismissed the appeal based on the harm caused to the character and appearance of the area in relation to the rear dormer, undercroft roof and massing of the extension. In respect of parking demand, it was concluded there was sufficient parking and the site was in a sustainable location but it was acknowledged that the parking layout was constrained due to the excessive scale of the proposal.

Map



Legend

-  Site
-  Flood Zone 3
-  Flood Zone 2