



**CITY OF DURHAM  
PARISH COUNCIL**

Learning from the past.  
Building for the future.

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26<sup>th</sup> July 2021

Dear Ms Morina,

**DM/21/02521/FPA | Erection of two-storey extension at side of dwelling. | 9 Geoffrey Avenue Durham DH1 4PF**

The City of Durham Parish Council Planning Committee considered this amended application at its meeting on the 26<sup>th</sup> July 2021 and agreed to object to this application.

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework (NPPF) operates under a presumption in favour of sustainable development. It states that development proposals, which accord with the development plan, should be approved without delay. The adopted Development Plan where the site is located comprises the planning policies of the County Durham Plan (CDP) and the Durham City Neighbourhood Plan, which was formally adopted by the County Council on 23rd June 2021.

Whilst the Parish Council fully supports the ability for residents of the parish to extend and improve their properties, any development must be suitable for the site and not have an adverse impact on the local area.

Car parking needs to be considered as an important part of any scheme. National planning policy allows local planning authorities to set local parking standards for residential and non-residential development and requires that car parking provision is at an appropriate level, in safe, accessible and convenient locations. Indeed, para 104 (e) of the National Planning Policy Framework (July 2021) is clear that *“parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places”*.

Crucially, the need for adequate car parking to serve all development must be an integral element of the design process. It is expected that opportunities will be taken at an early stage in the design process to limit any adverse visual or other impacts arising from the need to provide adequate parking space to serve developments. Where planning for car parking to

serve residential development, it is recognised that car ownership varies most directly in relation to dwelling size. This is reflected in the Council's adopted Parking and Accessibility Standards Supplementary Planning Document (2018) which require variable provision based on the number of bedrooms in the dwelling.

Local concerns regarding displaced and inconsiderate parking in Durham are well documented and the Parish Council understands that this particular road has previously been considered for a Controlled Parking Zone (CPZ).

County Durham Plan Policy 21 is clear that all new developments, including extensions to existing dwellings, must have regard to the Council's Parking and Accessibility SPD. As this development proposes the conversion of the garage to a habitable room and the addition of one further bedroom (taking the property from a 3-bedroom to a 4-bedroom property) and a study which could easily be turned into a fifth bedroom without planning permission, there is a requirement to provide a minimum of 2 in-curtilage car parking spaces to this property. As this is not the case, it is abundantly clear that this proposal is contrary to CDP Policy 21 and the Council's adopted Parking and Accessibility Standards SPD. The image below highlights the issue.

**Image 1 - 9 Geoffrey Avenue Durham DH1 4PF – google street view (July 2009)**



Given that this proposal involves the removal of 1 in curtilage car parking space and the addition of potentially up to 2 further bedrooms, the Parish Council submits that this proposal is in direct conflict with CDP Policy 21 as well as the Council's adopted Parking and Accessibility Standards SPD and should therefore be refused without delay.

Yours sincerely,

**Adam Shanley**  
**Clerk to the City of Durham Parish Council**