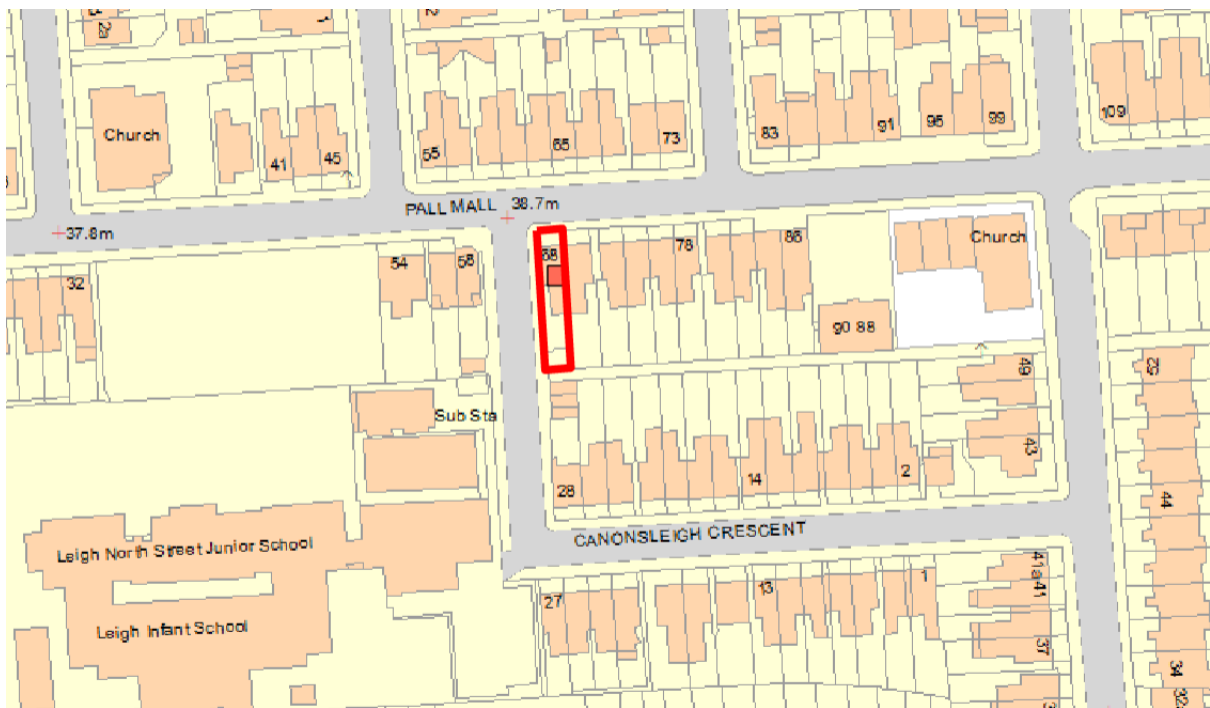


Reference:	17/01379/FULH	
Ward:	Leigh	
Proposal:	Demolish existing garage to rear and erect replacement garage	
Address:	68 Pall Mall, Leigh-on-Sea	
Applicant:	Mr Tracy Meade	
Agent:	Mr Bruce Warren	
Consultation Expiry:	09.10.2017	
Expiry Date:	09.11.2017	
Case Officer:	Kara Elliott	
Plan Nos:	383/01, 383/02, 383/03/A	
Recommendation:	GRANT PLANNING PERMISSION subject to conditions	



1 The Proposal

- 1.1 Planning permission is sought to demolish an existing single storey flat roof garage at the rear of 68 Pall Mall and replace it with a larger single storey flat roof garage.
- 1.2 The existing garage measures 5m deep x 2.6m wide x 2.3m high. The proposed garage would measure 5m deep x 4.2m wide x 2.8m high.
- 1.3 The garage will be sited in the same location as existing, at the rear of the application site. However, the proposed garage would extend 0.8m further into the rear shared pedestrian access which runs along the back of properties within Pall Mall and Canonsleigh Crescent. A gap of 1.24 metres would be retained to provide access to the alleyway.
- 1.4 Vehicular access to the garage would be via Canonsleigh Crescent. A pedestrian access into the garage would be available from the private rear garden of 68 Pall Mall.
- 1.5 The proposed garage would be finished in rendered and painted blockwork with a felt roof and powder-coated metal garage door.
- 1.6 The application has been called in to be determined by members of the Development Control Committee at the request of Councillor Arscott.

2 Site and Surroundings

- 2.1 The application site relates to the rear private garden for 68 Pall Mall as well as part of the existing alleyway located behind properties within Pall Mall and Canonsleigh Crescent.
- 2.2 The area is residential in character with terraces of two and three storey dwellings fronting Pall Mall and Canonsleigh Crescent. An existing garage is in place on site and is directly adjacent to a garage serving 28 Canonsleigh Crescent.
- 2.3 The applicant states that they have undertaken the appropriate investigations in order to establish the ownership of the alleyway to no avail.

3 Planning Considerations

- 3.1 The main considerations in relation to the application area the principle of the development, design and impact on the character of the area, traffic and transportation and impact on residential amenity.

4 Appraisal

Principle of Development

National Planning Policy Framework; Core Strategy (2007) Policies KP1, KP2 and CP4; Development Management (2015) policies DM1 and DM3 and The Design and Townscape Guide (2009).

- 4.1 The principle of providing outbuildings in association with the existing residential use of the dwelling is considered acceptable. Other material planning considerations are discussed below.

Design and Impact on the Character of the Area

National Planning Policy Framework 2012, Core Strategy 2007 Policies KP2 and CP4, Development Management Document 2015 Policies DM1, Design & Townscape Guide.

- 4.2 National Planning Policy Framework (NPPF) states *“The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development is indivisible from good planning and should contribute positively to making places better for people”*.
- 4.3 Policy KP2 of the Core Strategy advocates the need for all new development to respect the character and scale of the existing neighbourhood where appropriate and secure urban improvements through quality design. Policy CP4 of the Core Strategy states that development proposals will be expected to contribute to the creation of a high quality, sustainable, urban environment which enhances and complements the natural and built assets of Southend by maintaining and enhancing the amenities, appeal and character of residential areas, securing good relationships with existing development, and respecting the scale and nature of that development.
- 4.4 The proposed replacement garage is single storey and would be 1.6m wider than the existing garage and 0.5m higher. The proposed development is considered acceptable due to its single storey nature, corresponding height to that of the garage to the south of the site serving 28 Canonsleigh Crescent and its appropriate size, scale, bulk, height and appearance in general. The use of materials typical of garages is to be used, consisting of a painted render for the walls, a felt roof and a metal garage door.
- 4.5 Whilst the proposed garage would utilise 0.8m of the existing alleyway to the rear of the site, it is not considered that the introduction of built form into part of the alleyway would result in demonstrable harm to the character and appearance of the application site or the wider area due to its location at the rear of properties, the existing presence of garages and the 1.2 metre gap which would remain at this entrance into the alleyway.
- 4.6 The proposed development will integrate successfully with the existing streetscene and would not result in demonstrable harm upon the character and appearance of the area in accordance with the NPPF, Policies KP2 and CP4 of the Core Strategy, Policy DM1 of the Development Management Document and the Design and Townscape Guide.

Traffic and Transportation

National Planning Policy Framework; Core Strategy 2007 policy CP3; Development Management Document 2015 Policy DM15; EPOA Parking Standards and the Design and Townscape Guide.

- 4.7 The proposed garage will provide one off street parking space which in principle is welcomed and will ease on-street parking demand in an area which is currently subject to on-street parking stress. The garage will be accessed by a vehicle from the existing crossover within Canonsleigh Crescent and provides a safe and accessible access which would not result in the detriment of highway and pedestrian safety.

Impact on Residential Amenity

National Planning Policy Framework; Core Strategy 2007 policies KP2 and CP4; policy DM1 of the Development Management Document 2015 and the Design and Townscape Guide.

- 4.8 Due to the minor nature of the garage and as it replaces an existing garage, it is not considered that the proposed development would result in any demonstrable harm upon neighbouring occupiers.
- 4.9 The garage would extend 0.8 metres into an existing alleyway at the rear of the properties. This alleyway is 2 metres wide, is not a vehicular access and provides pedestrian access to the rear of dwellings within Pall Mall and Canonsleigh Crescent. A gap of 1.2 metres would remain at the entrance of the alleyway which is considered to provide suitable and safe access for all users.

Community Infrastructure Levy (CIL) Charging Schedule.

- 4.10 The proposed development equates to less than 100sqm of new floorspace. As such, the development benefits from a Minor Development Exemption under the Community Infrastructure Levy Regulations 2010 (as amended) and no charge is payable.

Conclusion

- 4.11 Having regard to all material considerations assessed above, it is considered that on balance and subject to compliance with the attached conditions, the proposed development would be acceptable and compliant with the objectives of the relevant local development plan policies and guidance as well as those contained within the National Planning Policy Framework. Furthermore, the proposed development would have an acceptable impact on the amenities of neighbouring occupiers and the character and appearance of the application site and the locality more widely. The proposal would not result in any adverse impact on parking provision or highways safety. This application is therefore recommended for approval, subject to conditions.

5 Planning Policy Summary

- 5.1 National Planning Policy Framework

- 5.2 Development Plan Document 1: Core Strategy Policies KP1 (Spatial Strategy), KP2 (Development Principles), CP3 (Transport and Accessibility), CP4 (The Environment and Urban Renaissance),

5.3 Development Plan Document 2: Development Management Document Policies DM1 (Design Quality), DM15 (Sustainable Transport Management).

5.4 The Design & Townscape Guide (2009)

6 Representation Summary

Leigh Town Council

6.2 No objection.

Traffic and Transportation

6.3 No objection.

Public Consultation

6.4 A site notice was put up at the site and eight neighbours were notified of the proposal. Three letters of objection have been received.

Summary of objections:

- Concerns in relation to potential anti-social behaviour taking place behind the garage within the alleyway;
- Vehicles are sometimes driven into alleyway to unload/load goods from the rear of properties;
- Potential issues in relation to clearing fly-tipping;
- Emergency vehicles would not be able to access the alleyway;
- Would block property and garden maintenance.

Officer Comment: Please refer to paragraphs 4.5 and 4.9. It should be noted that comments made in relation to potential anti-social behaviour and fly-tipping do not constitute material planning considerations sufficiently material to justify refusal of planning permission on such grounds, especially as they are controllable through other legislation.

Reduction of the alleyway width is a civil matter and paragraph 2.3 of this report deals with the applicants statement that they have abortively undertaken investigation of ownership.

7 Relevant Planning History

7.1 None

8 Recommendation

GRANT PLANNING PERMISSION, subject to the following conditions:

01 The development hereby permitted shall begin no later than three years from the date of this decision.

Reason: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

- 02 The development hereby permitted shall be carried out in accordance with the following approved plans: 383/01, 383/02, 383/03/A**

Reason: To ensure that the development is carried out in accordance with the provisions of the Development Plan.

INFORMATIVE

- 1 You are advised that as the proposed development equates to less than 100sqm of new floorspace the development benefits from a Minor Development Exemption under the Community Infrastructure Levy Regulations 2010 (as amended) and as such no charge is payable. See www.southend.gov.uk/cil for further details about CIL.**

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern with the proposal and determining the application within a timely manner, clearly setting out the reason(s) for refusal, allowing the Applicant the opportunity to consider the harm caused and whether or not it can be remedied by a revision to the proposal. The detailed analysis is set out in a report prepared by officers. The Local Planning Authority is willing to discuss the best course of action in respect of any future application for a revised development.