

<b>Reference:</b>	19/00598/FULH	
<b>Ward:</b>	Kursaal	
<b>Proposal:</b>	Erect single storey rear extension	
<b>Address:</b>	67 Branksome Road Southend-On-Sea Essex SS2 4HG	
<b>Applicant:</b>	Mrs Debbie Curson	
<b>Agent:</b>	Mr Richard Dean	
<b>Consultation Expiry:</b>	23/04/2019	
<b>Expiry Date:</b>	07/06/2019	
<b>Case Officer:</b>	Peter Lang	
<b>Plan Nos:</b>	Drwg 1, Drwg 2 and Drwg 3	
<b>Recommendation:</b>	<b>GRANT CONDITIONAL PLANNING PERMISSION</b>	



## **1 Site and Surroundings**

- 1.1 The site is located on the northern side of Branksome Road and contains a mid-terrace two storey dwelling with a front gable projection with bay windows.
- 1.2 The area is characterised by two storey terraced dwellings of generally similar designs and forms. There are other examples of single storey rear extensions in the surrounding area.
- 1.3 The site is not located within a Conservation Area or subject to any site specific planning policies.

## **2 The Proposal**

- 2.1 Planning permission is sought to erect a single storey rear extension. An existing conservatory and original rear projection would be demolished as part of the proposal.
- 2.2 The proposed single storey rear extension would measure some 4.0m deep and some 5.55m wide. The single storey extension would have a mono-pitched roof with an eaves and maximum height of some 2.75m and 4.1m respectively. Three rooflights are proposed.
- 2.3 The extension would be finished in materials in keeping with the existing dwelling.
- 2.4 A supporting document has been received stated that as the proposal would be built within 3m of a public sewer, a build over agreement for the proposed extension has been agreed with Anglican Water.

## **3 Relevant Planning History**

- 3.1 19/00322/CLP – Erect dormer to rear with Juliette balcony and rooflights to front to form habitable accommodation in the roofspace (Lawful Development Certificate - Proposed) – Granted 09/04/2019

## **4 Representation Summary**

### **4.1 Public Consultation**

6 neighbouring properties were consulted and no responses were received.

### **4.2 Development Control Committee**

This application is brought to Development Control Committee for determination as an employee of the council lives at this dwelling.

## **5 Planning Policy Summary**

- 5.1 The National Planning Policy Framework (NPPF) (2019)
- 5.2 Core Strategy (2007): Policies KP1 (Spatial Strategy), KP2 (Development Principles), CP3 (Transport and Accessibility) and CP4 (Environment & Urban Renaissance)

5.3 Development Management Document (2015): Policies DM1 (Design Quality), DM3 (Efficient and Effective Use of Land) and DM15 (Sustainable Transport Management)

5.4 Design & Townscape Guide (2009)

5.5 CIL Charging Schedule (2015)

## **6 Planning Considerations**

6.1 The main considerations in relation to this application are the principle of the development, design and impact on the character of the area, impact on residential amenity, traffic and transportation and CIL (Community Infrastructure Levy) contributions.

## **7 Appraisal**

### **Principle of Development**

**National Planning Policy Framework (2019); Core Strategy (2007) Policies KP1, KP2 and CP4; Development Management Document (2015) Policies DM1 and DM3.**

7.1 The dwelling is situated within a residential area and an extension or an alteration to the property is considered acceptable in principle, subject to the detailed considerations discussed below.

### **Design and Impact on the Character of the Area**

**National Planning Policy Framework (2019), Core Strategy (2007) Policies KP2 and CP4, Development Management Document (2015) Policies DM1 and DM3, and the advice contained within the Design & Townscape Guide (2009)**

7.2 Paragraph 124 of the National Planning Policy Framework states:

*“Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”*

7.3 Policies KP2 and CP4 of the Core Strategy and Policies DM1 and DM3 of the Development Management Document advocate the need for development to secure good relationships with the existing development and respect the existing scale. The Design and Townscape Guide states that alterations to existing buildings with particular reference to extensions should appear subservient and must be respectful of the scale of the present building.

7.4 Paragraph 348 of The Design and Townscape Guide states that *“Whether or not there are any public views, the design of rear extensions is still important and every effort should be made to integrate them with the character of the parent building, particularly in terms of scale, materials and the relationship with existing fenestration and roof form”*.

7.5 The proposed rear extension is single storey, would not be particularly visible from the wider street scene and rear extensions and additions are common in the area. Given this and the use of complimentary external materials, it is considered that the proposal would be subservient to the main dwelling and would not be materially harmful to the character and appearance of the site, the wider surrounding area or the rear garden scene.

The proposal is therefore acceptable and policy compliant in the above regards.

7.6

### **Impact on Residential Amenity**

#### **National Planning Policy Framework (2019); Core Strategy (2007) Policies KP1, KP2 and CP4; Development Management Document (2015) Policies DM1 and DM3 and the advice contained in the Design and Townscape Guide (2009).**

7.7 Policy DM1 of the Development Management Document states that any new development should protect the amenity of the site, immediate neighbours, and surrounding area, having regard to privacy, overlooking, outlook, noise and disturbance, visual enclosure, pollution, and daylight and sunlight. Paragraph 343 of the Design and Townscape Guide (under the heading of Alterations and Additions to Existing Residential Buildings) states, amongst other criteria, that extensions must respect the amenity of neighbouring buildings and ensure not to adversely affect light, outlook or privacy of the habitable rooms in adjacent properties.

7.8 The attached neighbour to the west is No 65 Branksome Road, which has a single storey rear extension that extends some 4.0m in depth. The proposed extension at No 67 would extend to a similar depth along the boundary. Given this similar depth and the absence of side facing windows, it is considered that the proposal would not result in a materially harmful impact in terms of dominance, an overbearing impact, loss of light and outlook, a material sense of enclosure or overlooking and loss of privacy to No 65.

7.9 No 69 Branksome Road to the east is a two storey terraced dwelling with a single storey extension and conservatory to its rear elevation some 4.6m in depth. Due to the similar projection of the proposed extension, the relatively limited height of the proposed extension, and given that no side windows are proposed, it is not considered that the proposal would result in any material harm in terms of dominance, an overbearing impact, loss of light and outlook, a material sense of enclosure or overlooking and loss of privacy to No 69.

7.10 South Drive and its associated dwellings to the rear are set a considerable distance away so that there would be no material impact on their amenity in any regard.

7.11 All other dwellings are sufficiently removed from the proposal to prevent any material harm in the above regards.

7.12 The proposal's impact on residential amenity is therefore acceptable and policy compliant.

## **Traffic and Transportation Issues**

- 7.13 **National Planning Policy Framework (2019); Core Strategy (2007) Policies KP2 and CP3; Development Management Document (2015) Policy DM15 and the advice contained within the Design and Townscape Guide (2009).**

Policy DM15 of the Development Management Document requires dwellings with 2+ bedrooms to provide a minimum of two parking spaces. The proposal does not affect the availability of car parking spaces or increase the parking requirements over and above the existing accommodation. The existing frontage is largely hard surfaced providing at least one parking space. The impact on traffic, transport and parking is therefore acceptable and policy compliant.

## **Community Infrastructure Levy (CIL)**

### **Charging Schedule (2015).**

- 7.14 As the proposed development equates to less than 100sqm of new floorspace, and does not involve the creation of a new dwelling (Class C3), the development benefits from a Minor Development Exemption under the Community Infrastructure Levy Regulations 2010 (as amended) and as such no charge is payable.

## **8 Conclusion**

- 8.1 Having taken all material planning considerations into account, it is found that, subject to compliance with the attached conditions, the proposed development would be acceptable and compliant with the objectives of the relevant development plan policies and guidance.

- 8.2 The proposal would have an acceptable impact on the amenities of neighbouring occupiers and the character and appearance of the application site, the street scene, the rear garden scene and the locality more widely. There are no adverse highway implications. This application is therefore recommended for approval subject to conditions.

## **9 Recommendation**

**GRANT PLANNING PERMISSION subject to the following conditions:**

- 01 **The development shall be undertaken solely in accordance with the approved plans Drwg 1, Drwg 2 and Drwg 3.**

**Reason: In the interests of visual amenities, pursuant to the National Planning Policy Framework (2019), Policies KP2 and CP4 of the Core Strategy (2007) and Policies DM1 and DM3 of the Development Management Document (2015).**

- 02 **The development hereby permitted shall begin no later than three years from the date of the decision.**

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

- 03 **All new work to the outside of the building must match existing original work in**

**terms of the choice of materials, method of construction and finished appearance. This applies unless differences are shown on the drawings hereby approved or are required by conditions to this permission.**

**Reason: In the interests of visual amenity and to ensure that the appearance of the building makes a positive contribution to the character and appearance of the area. This is as set out in the National Planning Policy Framework (2019), Core Strategy (2007) Policies KP2 and CP4, Development Management Document (2015) Policies DM1 and DM3 and the advice contained within the Design and Townscape Guide (2009).**

**The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework. The detailed analysis is set out in a report on the application prepared by officers.**

#### **Informatives**

- 01 You are advised that as the proposed extension(s) or change of use to your property equates to less than 100sqm of new floorspace, and does not involve the creation of a new dwelling (Class C3), 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](http://www.southend.gov.uk/cil) for further details about CIL.**
- 02 You should be aware that in cases where damage occurs during construction works to the highway in implementing this permission that Council may seek to recover the cost of repairing public highways and footpaths from any party responsible for damaging them. This includes damage carried out when implementing a planning permission or other works to buildings or land. Please take care when carrying out works on or near the public highways and footpaths in the borough.**