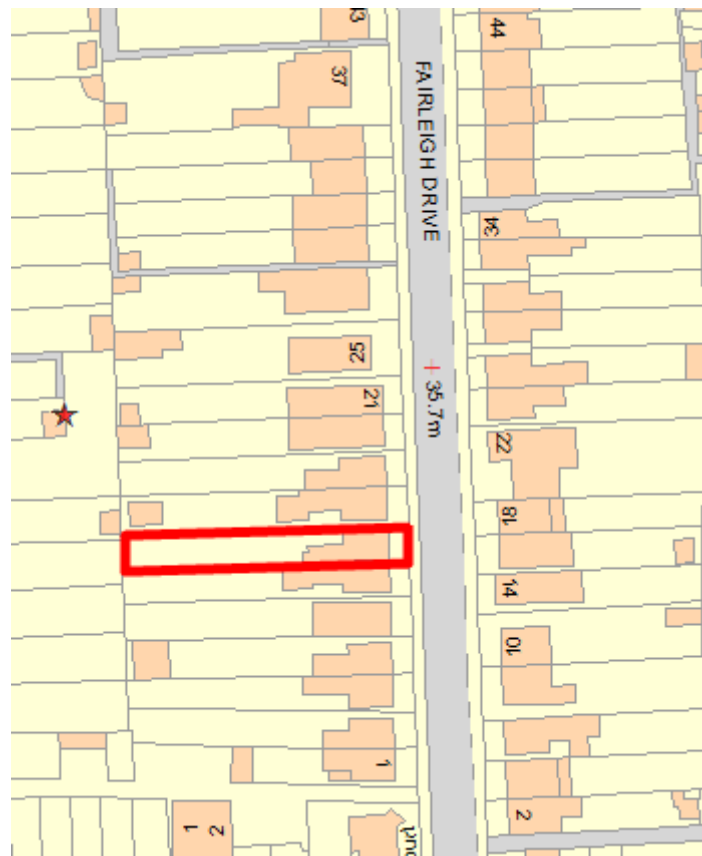


Reference:	20/01362/FULH	
Application Type:	Full Application - Householder	
Ward:	Leigh	
Proposal:	Erect single storey side and rear extension	
Address:	13 Fairleigh Drive, Leigh-On-Sea, Essex	
Applicant:	Mrs Gemma Hemmings	
Agent:	Mr Luis Mulry of Edith Garland Architecture	
Consultation Expiry:	25th September 2020	
Expiry Date:	6 th December 2020	
Case Officer:	Kara Elliott	
Plan Nos:	R02, R03, R04/C	
Recommendation:	GRANT PLANNING PERMISSION	



1 Site and Surroundings

- 1.1 The application site contains a semi-detached two storey dwelling with rooms in the roof located on the west side of Fairleigh Drive, a residential street which contains dwellings which are traditional in style and commonly large. Many dwellings in this location have been subject to extensions and alterations.
- 1.2 The site is not located within a designated Conservation area and does not contain a listed building.

2 The Proposal

- 2.1 Planning permission is sought to erect a single storey rear and side addition which would have a 3m depth from the rear building line and would extend the width of the dwelling (5m). The addition would have an overall depth of 10 metres. The extension would have a flat roof with a parapet wall and would have an overall height of 3 metres with a glazed lantern roof in the rear section and two rooflights in the side section.
- 2.2 Bifold doors would be located at the rear with two new side openings proposed to the flank of the extension and a door. The proposed addition would be finished in painted render to match existing.

3 Relevant Planning History

- 3.1 None

4 Representation Summary

Public Consultation

- 4.1 7 neighbouring properties were consulted and no responses were received.
- 4.2 The application falls to be decided by the Development Control Committee as the applicant is a member of staff of Southend Borough Council.

5 Planning Policy Summary

- 5.1 The National Planning Policy Framework (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

- 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

- 7.2 Paragraph 124 of the National Planning Policy Framework 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”*
- 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 and side extension extends the entire width of the dwelling and is single storey in nature. It is considered that this design approach is reasonably typical of residential rear/side extensions, and its form and scale is comparable to the type of built form which typically results from current government aims to enable larger home extensions. The extension would project 3m deeper than the rear building line of the dwelling and would have a flat roof design. In further justification of the development there are no public views of the addition and the rear boundary of the site is some 27m from the proposed development. Therefore, on balance, it is considered that the rear/side extension is acceptable in the context of the size and scale of the original dwelling and the particular circumstances of the site outlined above.
- 7.6 The proposed addition would be finished in materials to match the existing dwelling.
- 7.7 It is therefore considered that the proposal would not harm the character and appearance of the dwelling, the streetscene or the wider surrounding area. It is therefore acceptable and policy compliant in the above regards.

Impact on Residential Amenity

- 7.8 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.
- 7.9 The application property is neighboured by No 15 Fairleigh Drive to the north and No 11 to the south. The rear of properties to the west in Marine Avenue are some 27m away and considering this distance and the single storey nature of the proposed extension, it would not result in material harm to the amenities of these occupiers in any regard.
- 7.10 The rear/side extension would result in additional built form adjacent to no.15 to the north at ground floor at a depth of 10 metres; approximately 0.8 metres shallower than the existing rear building line of no.15 which is some 2.4 metres from the proposed extension. The flank of no.15 which is adjacent to the proposed addition contains openings for kitchen and dining areas. None of the openings to the flank of no.15 adjacent to the development are sole primary windows serving habitable rooms and there are a number of openings serving these rooms in the flank and rear elevations. Considering these factors, the single storey flat roof nature of the extension, the distance from the proposed addition to the neighbour's flank and that the extension would not project further rearward than no.15, the proposal is not considered to materially harm the amenities of the neighbouring occupiers at no.15 from dominant impacts, a loss of outlook or light or any perceived or actual loss of privacy.
- 7.11 The rear/side extension would result in additional built form adjacent to no.11 at ground floor at a depth of 3 metres; in line with the existing rear building line of no.11. The flank of no.11 which is adjacent to the proposed addition does not contain any primary windows and is a blank brick wall. Considering these factors and the single storey flat roof nature of the extension, it is not considered to materially harm the amenities of the neighbouring occupiers at no.11 from dominant impacts, a loss of outlook or light or any perceived or actual loss of privacy.
- 7.12 All other dwellings are sufficiently removed from the proposal to prevent any material harm in the above regards.
- 7.13 The proposal's impact on residential amenity is therefore acceptable and policy compliant.

Traffic and Transportation

- 7.14 Policy DM15 of the Development Management Document requires dwellings with 2+ bedrooms to provide a minimum of two parking spaces. The dwelling currently does not benefit from off-street parking, which is common in this area. However, the proposal would not impact parking provision and the proposal does not increase the parking requirements over and above the existing requirements.

7.15 The impact on traffic, transport and parking is therefore acceptable and policy compliant.

Community Infrastructure Levy (CIL)

7.16 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 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 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.

02 The development shall be undertaken solely in accordance with the approved plan: R02, R03, R04/C.

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

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).

04 The roof of the single storey extension hereby approved shall not be used as a balcony, roof garden or similar amenity area or for any other purpose unless express planning permission has previously been obtained. The roof can however be used for the purposes of maintenance or to escape in an emergency.

Reason: To protect the privacy and environment of people in neighbouring residential properties, in accordance with the National Planning Policy Framework (2019), Core Strategy (2007) Policy CP4, Development Management Document (2015) Policy DM1, 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 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.