

<b>Reference:</b>	21/00075/FUL	
<b>Ward:</b>	Leigh	
<b>Proposal:</b>	Erect single storey side and rear extension, alter elevations	
<b>Address:</b>	119 Southsea Avenue Leigh-On-Sea Essex SS9 2BH	
<b>Applicant:</b>	Mr Zyberi	
<b>Agent:</b>	SKArchitects	
<b>Consultation Expiry:</b>	10 <sup>th</sup> February 2021	
<b>Expiry Date:</b>	8 <sup>th</sup> April 2021	
<b>Case Officer:</b>	Julie Ramsey	
<b>Plan Nos:</b>	690-P01, 690-P02 Rev A	
<b>Recommendation:</b>	<b>GRANT PLANNING PERMISSION</b>	



## **1 Site and Surroundings**

- 1.1 The application site is located on the west side of Southsea Avenue, south of the junction with Ronald Hill Drive. The site comprises a two storey semi-detached building with rear outrigger which has been converted into two self-contained flats. The application is in relation to the ground floor flat. There is a driveway and attached garage to the southern side of the building.
- 1.2 The surrounding area is residential in character comprising mainly pairs of semi-detached houses of varying styles and designs.
- 1.3 The site is not located within a Conservation Area or subject to any site specific planning policies. The site is located in Flood Zone 1, which has a low risk of flooding.

## **2 The Proposal**

- 2.1 Planning permission is sought to demolish the existing garage and construct a single storey side extension to the main building. A single storey side and rear extension to the rear outrigger is also proposed.
- 2.2 The side extension measures 2.75m wide, 7.81m deep, with an eaves height of 2.7m and a maximum height of 4.25m to the top of the mono-pitched roof.
- 2.3 The rear/side extension to the outrigger measures 1.7m wide, 8.7m deep, wrapping around the rear of the outrigger to a maximum width of 5m. The eaves height is some 2.7m with a maximum height of 4.1m.
- 2.4 Materials to be used on the external elevations would match that of the existing building. The development would extend the living accommodation to the ground floor flat resulting in a total of three bedrooms.

## **3 Relevant Planning History**

- 3.1 03/00569/FUL - Erect roof extension at rear, install rooflights to front elevation and form accommodation in roofspace – Planning permission refused
- 3.2 85/0473 - Convert dwellinghouse into two self-contained flats – Planning permission granted

## **4 Representations Summary**

### **Consultation Responses**

#### **Highway**

- 4.1 No objection

#### **Parks**

- 4.2 No objection

## **Public Consultation**

- 4.3 10 neighbouring properties were notified of the application by letter. Four representations have been received from two addresses.

Summary of matters raised:

- Increase in footfall through small shared lobby
- Impact on safety and security of occupiers of upstairs flat
- Storage of rubbish bins in access way to 119A's garden will be impeded
- Harmful impact on parking in the area
- Increase in noise and rubbish pollution
- Development will remove all on-site parking
- Driveway in front of garage is not large enough to accommodate a vehicle
- Layout of proposed flat could result in letting to multiple occupants
- Harm to neighbour amenity
- Design unacceptable

- 4.4 The concerns are noted and they have been taken into account in the assessment of the application (Section 7). However, they have not been found to represent justifiable reasons for refusing planning permission in the circumstances of this case.

## **Committee Call In**

- 4.5 The application was called to Committee by Councillor Thompson

## **5 Planning Policy Summary**

- 5.1 The National Planning Policy Framework (NPPF) (2019)
- 5.2 Core Strategy (2007): Policies KP2 (Development Principles), CP3 (Transport and Accessibility) and CP4 (Environment & Urban Renaissance).
- 5.3 Development Management Document (2015): DM1 (Design Quality), Policy DM3 (Efficient and Effective Use of Land) and DM15 (Sustainable Transport Management).
- 5.4 Design & Townscape Guide (2009).
- 5.5 Community Infrastructure Levy (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 contributions.

## 7 Appraisal

### Principle of Development

- 7.1 This proposal is considered in the context of the National Planning Policy Framework and Core Strategy Policies KP1, KP2 and CP4. Also, of relevance is Policy DM1 which addresses design quality. The dwelling is situated within a residential area and an extension or an alteration to the property is considered acceptable in principle, subject to detailed considerations discussed below.

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

- 7.2 Paragraph 124 of the NPPF states that *“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 Policy KP2 of the Core Strategy states new development should *“respect the character and scale of the existing neighbourhood where appropriate”*. Policy CP4 of the Core Strategy requires that development proposals should *“maintain and enhance the amenities, appeal and character of residential areas, securing good relationships with existing development, and respecting the scale and nature of that development”*.
- 7.4 Policy DM1 of the Development Management Document states that all development should *“add to the overall quality of the area and respect the character of the site, its local context and surroundings in terms of its architectural approach, height, size, scale, form, massing, density, layout, proportions, materials, townscape and/or land”*
- 7.5 The Design and Townscape Guide Paragraph 348 (Rear Extensions) 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.”*
- 7.6 The Design and Townscape Guide Paragraph 351 (Side Extensions) states: *“Many properties in the Borough have the capacity to extend to the side. However side extensions can easily become overbearing and dominate the original property. In order to avoid this, side extensions should be designed to appear subservient to the parent building. This can generally be achieved by ensuring the extension is set back behind the existing building frontage line and that its design, in particular the roof, is fully integrated with the existing property.*
- 7.7 The side extension is of a similar size and scale to the existing garage, albeit deeper to the rear and is not considered to have a detrimental impact on the character and appearance of the building within the streetscene. The position of the side extension behind the projecting front bay window, the incorporation of a complementary roof form, fenestration detailing and the use of matching materials would ensure the satisfactory integration of the side extension with the main building.

- 7.8 The rear/side extension extends from the rear wall of the main dwelling and wraps around the end of the existing outrigger, extending the width by some 1.7m and the depth by some 2.5m. The resultant pitched roof form is complementary to the main building. The extension is therefore considered to be suitably subservient and would not harm the character and appearance of the rear garden scene. The side/rear extension is screened by the main dwelling and would not be visible within the public realm, therefore it is not harmful to the visual amenity of the streetscene.
- 7.9 The development is therefore considered to be acceptable and policy compliant in the above regards.

**Impact on Residential Amenity:**

- 7.10 The Design and Townscape Guide states 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.”* (Paragraph 343 - Alterations and Additions to Existing Residential Buildings). Policy DM1 of the Development Management Document requires all development to be appropriate in its setting by respecting neighbouring development and existing residential amenities *“having regard to privacy, overlooking, outlook, noise and disturbance, sense of enclosure/overbearing relationship, pollution, daylight and sunlight.”*
- 7.11 The application site is neighboured by No. 121 (to the north) and No. 117 (to the south). No. 119A is the first floor flat.
- 7.12 The extensions are at ground floor level and are not considered to cause harm to the amenities of the occupiers of the first floor flat. The addition of two bedrooms to the ground floor flat could lead to an increase in noise and disturbance, however this is not considered to be to such a degree as to cause harm, over and above that experienced currently as its existing use as a residential flat. The access to the rear amenity area of this first floor flat is maintained.
- 7.13 Both neighbouring dwellings Nos 117 and 121 have single storey rear extensions of a similar size and scale to that proposed and the rear/side extension to the existing outrigger is not considered to have a harmful impact on these neighbouring dwellings in terms of an undue sense of enclosure, dominant impacts or a material loss of light and privacy.
- 7.14 The side extension is screened from No. 121 by the existing dwelling and would not therefore impact in any regard on this neighbour. The side extension is larger than the existing garage but does not extend past the main rear walls of the application building or the neighbouring dwelling (No. 117). The extensions present at No. 117 and the separation distances between the development and the shared boundary are considered to mitigate any harmful impacts of the side extension on the residential amenities of these neighbouring occupiers.
- 7.15 Due to the separations involved, it is not considered that the proposal would harm any other neighbouring properties in any regard and the proposal is policy compliant in these regards.
- 7.16 Therefore the proposal is considered to be acceptable and policy compliant in these regards.

## **Traffic and Transport Issues**

- 7.17 Policy DM15 provides for minimum parking standards for flats of one space per unit. The existing garage is of dimensions internally that do not meet current parking standards and is not considered as a parking space. The increase in bedroom numbers does not result in an increase in parking requirement and therefore the parking arrangements are considered to be acceptable. The site is considered to be in a sustainable location with public transport links within walking distance. Furthermore there are no highways objections raised in regard to the proposal.
- 7.18 The proposal is therefore considered to be acceptable and policy compliant in these regards.

## **Refuse and Recycling storage**

- 7.19 The two flats are provided with wheeled bins for the storage of refuse and recycling and are currently stored along the side accessway leading to the rear amenity space for the first floor flat which is not considered to be acceptable. Therefore a condition can be attached to any grant of planning permission for details of appropriate refuse and recycling storage to be provided for the ground floor flat within the curtilage of the site.

## **CIL Charging Schedule 2015**

- 7.20 The development for the existing property equates to less than 100sqm of new floorspace and does not involve the creation of a new dwelling (Class C3), as such 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 development is acceptable and compliant with the objectives of the relevant development plan policies and guidance. This application is therefore recommended for approval subject to conditions.

## **9 Recommendation**

**Members are recommended to grant planning permission subject to the following conditions:**

- 01 The development hereby permitted shall begin not 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 shall be undertaken solely in accordance with the following approved plan(s): 690-P02 Rev A**

**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) Policy KP2 and CP4, Development Management Document (2015) Policies DM1 and the advice contained in the Design and Townscape Guide (2009).

- 04** Prior to the first occupation of the development hereby approved full details of refuse and recycling storage facilities for the ground floor flat shall be submitted to and approved in writing by the Local Planning Authority. Prior to first occupation of the development, refuse and recycling facilities shall be provided at the site in accordance with the approved details and retained in perpetuity thereafter.

**Reason:** In the interests of residential amenity and to ensure the provision of adequate refuse and recycling storage in the interests of highway safety, residential and visual amenity as set out in the National Planning Policy Framework (2019), Core Strategy (2007) Policies KP2 and CP4 and Policy DM1 of the Development Management Document (2015) and the guidance 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.

**10** 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 the Planning Portal ([www.planningportal.co.uk/info/200136/policy\\_and\\_legislation/70/community\\_infrastructure\\_levy](http://www.planningportal.co.uk/info/200136/policy_and_legislation/70/community_infrastructure_levy)) or the Council's website ([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.**