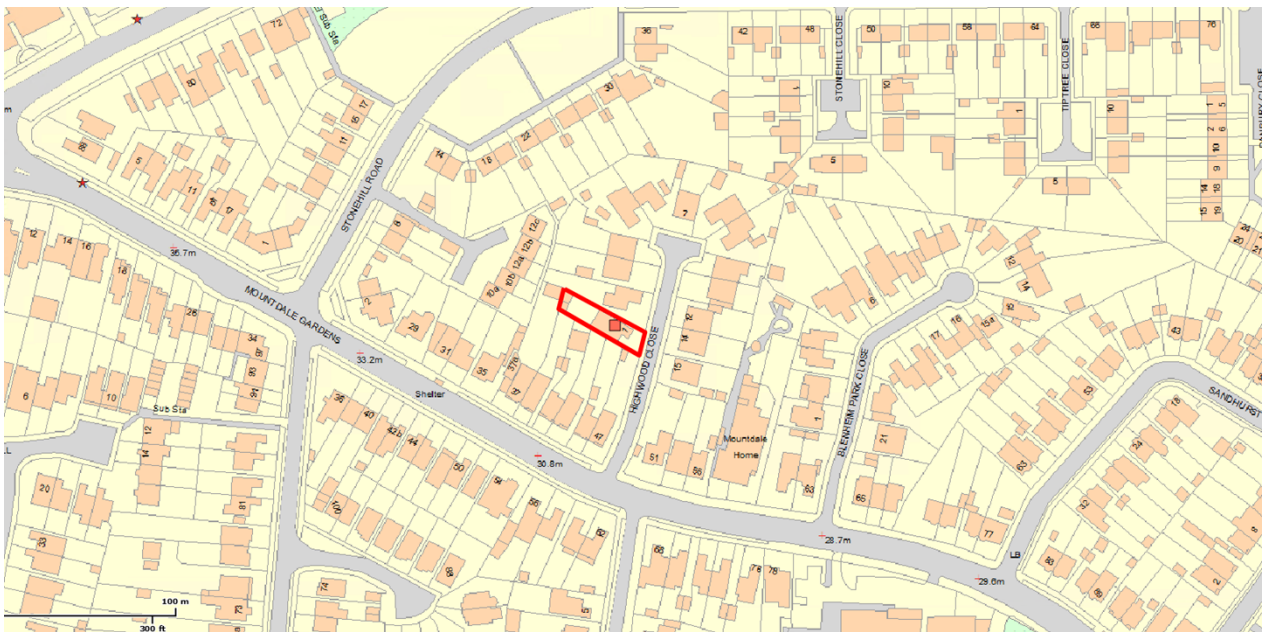


<b>Reference:</b>	21/00199/FULH	
<b>Application Type:</b>	Full Application - Householder	
<b>Ward:</b>	Blenheim Park	
<b>Proposal:</b>	Erect car port to front elevation	
<b>Address:</b>	1 Highwood Close, Leigh-On-Sea, Essex	
<b>Applicant:</b>	Mr K Buck	
<b>Agent:</b>	Mr Paul Seager of APS Design Associates Ltd.	
<b>Consultation Expiry:</b>	3rd March 2021	
<b>Expiry Date:</b>	9th April 2021	
<b>Case Officer:</b>	Janine Rowley	
<b>Plan Nos:</b>	<b>Drawing number 01; Drawing number 02; Drawing 03 Revision A</b>	
<b>Recommendation:</b>	<b>GRANT PLANNING PERMISSION subject to conditions</b>	



## **1 Site and Surroundings**

- 1.1 The application site is a chalet detached bungalow located on the west side of Highwood Close. The application site has been previously extended with a hip to gable and rear dormer roof extensions and a single storey rear extension. The site is not located within a conservation area or subject to any site specific planning policy designations.

## **2 The Proposal**

- 2.1 Planning permission is sought to erect a carport to the front of the property 3.3m wide, 3.4m deep and 2.8m high to be constructed from hardwood timber.

## **3 Relevant Planning History**

- 3.1 20/02011/CLP- Single storey rear extension with skylight (Amended proposal) (Lawful Development Certificate - Proposed)- Application Lawful.
- 3.2 20/01048/FULH- Erect dormers to front- Granted planning permission.
- 3.3 20/00811/CLP- Single storey rear extension (Lawful Development Certificate - Proposed)- Application Lawful.

## **4 Representation Summary**

### **4.1 Public Consultation**

10 neighbouring properties were consulted. No letters of representation have been received.

- 4.2 This application is presented to the Development Control Committee as the applicant is a Councillor.

## **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), 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 (Community Infrastructure Levy) contributions.

## **7 Appraisal**

### **Principle of Development**

- 7.1 The dwelling is located within a residential area and an alteration to the property is considered acceptable in principle. Other material planning considerations are discussed below.

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

- 7.2 Local and national planning policies and guidance seek to ensure that new development is well designed. 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 Local development plan policies seek to ensure that new development is designed so that it adds to the overall quality of the area and respects the character of the site, its local context and surroundings, provides appropriate detailing that contributes to and enhances the distinctiveness of place; and contribute positively to the space between buildings and their relationship to the public realm. Policy DM1 and the Design and Townscape guide provide further details on how this can be achieved.
- 7.4 Policy DM3 (5) also advises that *'Alterations and additions to a building will be expected to make a positive contribution to the character of the original building and the surrounding area through: (i) The use of materials and detailing that draws reference from, and where appropriate enhances, the original building, and ensures successful integration with it; and (ii) Adopting a scale that is respectful and subservient to that of the original building and surrounding area; and (iii) Where alternative materials and detailing to those of the prevailing character of the area are proposed, the Council will look favourably upon proposals that demonstrate high levels of innovative and sustainable design that positively enhances the character of the original building or surrounding area.'*
- 7.5 Having regard to the design, layout and siting of the host dwelling, the proposed single storey car port to the front of the property would not result in significant harm to the character and appearance of the host dwelling or surrounding area. It would also not be incongruous in the context of the wider streetscene, given its set back from the street frontage and that it would be partially screened by the existing approximately 2m high boundary fence to the south and the existing single storey hipped roof front projection to the north. In this context, the timber proposed for the construction of the carport is not considered to harm the character and appearance of the existing dwelling or wider streetscene and no objection is raised. The solar panels proposed are acceptable in design terms.

- 7.6 The proposed development is therefore considered to be acceptable and policy compliant in the above regards.

### **Impact on Residential Amenity**

- 7.7 Local and national planning policies and guidance seek to secure high quality development which protects amenity. Policy DM1 of the Development Management Document specifically identifies that 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. Further advice on how to achieve this is set out in the Council's Design and Townscape Guide.
- 7.8 The proposed car port would be set some 0.3m away from the rear boundary fence to nos. 45 and 47 Mountdale Gardens to the south of the site and approximately 20m from the nearest properties to the east of the site nos. 14 and 15 Highwood Close.
- 7.9 The proposal would not project beyond the existing front gable projection and taking into account its siting, design, height and depth would not result in significant harm to these neighbours in terms of sense of enclosure, loss of light or outlook or an overbearing impact. There is sufficient distance to mitigate any impacts on the amenities of these residential occupiers in all regards.
- 7.10 Therefore, the proposal is considered to be acceptable and policy compliant in these regards.

### **Traffic and Transportation Issues**

- 7.11 Policy DM15 of the Development Management Document states that new development will only be permitted if it makes provision for off-street parking in accordance with the adopted vehicle parking standards. For a dwelling of 2+ bedrooms, a minimum of 2 off-street parking spaces should be available.
- 7.12 The proposal would result in the erection of a car port to the front of the property and the application site would continue to be capable of accommodating the required two off street parking spaces on the existing hard surfaced area to the front. Therefore, there are no highway objections to the proposed development.
- 7.13 The proposal is considered to acceptable and policy compliant in the above regards.

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

- 7.14 The proposed extension to the property equates to less than 100sqm of new floorspace therefore 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. It is therefore recommended for approval.

## **9 Recommendation**

- 9.1 MEMBERS ARE RECOMMENDED TO 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 following approved plans: Drawing number 01; Drawing number 02; Drawing 03 Revision 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 details of materials, method of construction and finished appearance. This applies unless differences are shown in approved plans.**

**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), Policies KP2 and CP4 of the Core Strategy (2007), Policies DM1 and DM3 of the Development Management Document (2015) and the advice contained within the Southend-on-Sea Design and Townscape Guide (2009).**

- 04 The roof of the car port 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), Policies KP2 and CP4 of the Southend-on-Sea Core Strategy (2007), Policies DM1 and DM3 of the Southend-on-Sea Development Management Document (2015) and the advice contained within the Southend-on-Sea 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) to your property 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](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.**