

PLANNING COMMITTEE – 16 JANUARY 2018

APPLICATION NO DC/17/4995/RG3

LOCATION

23 Ellough Road
 Beccles
 Suffolk
 NR34 7AA

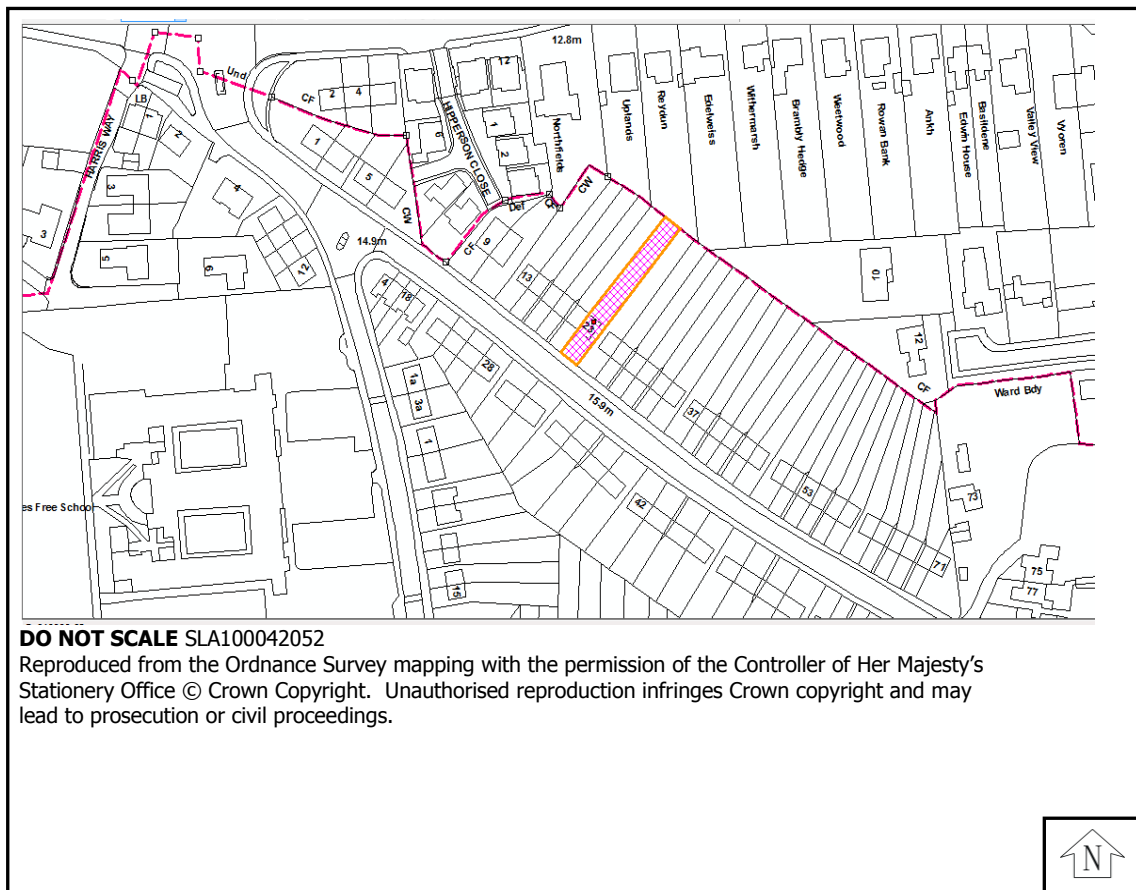
EXPIRY DATE 24 January 2018

APPLICATION TYPE Deemed Council Development

APPLICANT Waveney District Council

PARISH Beccles

PROPOSAL Construction of a single storey rear extension & proposed driveway using existing dropped kerb

**1. SUMMARY**

- 1.1 This proposal is for a “deep footprint” flat roofed rear extension. The specific circumstances of the site as described make it considered acceptable. It is reported because the land is in Council ownership. The recommendation is for approval.

2 SITE DESCRIPTION

- 2.1 There is a record for the existing dropped kerb dating to 2001. The neighbouring property number 21 also benefits from a rear extension and the extent of this is shown on the proposal plan. This site is part of the Council estate along the Ellough Road where two storey short terraces of immediate post war date line the road. Number 23 is at the end of such a terrace, with a 4m gap between 23 and 25. As is common with social housing at this time very generous rear gardens are provided such that the overall plot depth is around 60m and the rear garden about 42m to the rear of the two storey part. There are outbuildings and sheds of brick construction and contemporary with the houses themselves, just behind the main houses and these have been in many cases removed and rear extensions to the living accommodation constructed.

3 PROPOSAL

- 3.1 To extend at single storey level with a flat roof, by around 8.5m from the rear of the existing main dwelling. This means that at the boundary with the neighbour to 21, the relative extension beyond the rear wall of that property will be 2.4m

4 CONSULTATIONS/COMMENTS

Neighbour consultation/representations

- 4.1 **Parish/Town Council Comments:** Approved

- 4.2 **Suffolk County - Highways Department:** recommends that any permission should include the conditions shown below:

The vehicular access onto the highway shall be properly surfaced with a bound material for a minimum distance of 5 metres from the edge of the metalled carriageway

Before the development is commenced details shall be submitted to and approved in writing by the Local Planning Authority showing the means to prevent the discharge of surface water from the development onto the highway. The approved scheme shall be carried out in its entirety before the access is first used and shall be retained thereafter in its approved form.

- 4.3 **Environment Agency - HMIP – Pollution:** We are returning this consultation without comment because we have checked the application and it is not clear why we have been consulted.

- 5.0 **PUBLICITY:** None

- 6.0 **SITE NOTICES :** The following site notices have been displayed:

General Site Notice	Reason for site notice: General Site Notice, Date posted 05.12.2017	Expiry date 25.12.2017
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- 7.0 **RELATED APPLICATIONS**
None

8.0 PLANNING POLICY

CS02 High Quality and Sustainable Design (Adopted Core Strategy, January 2009)
DM02 Design Principles (Adopted Development Management Policies, January 2011)

9.0 PLANNING CONSIDERATIONS

9.1 Visual Amenity, street scene and landscape

There is no impact on the street-scene or wider landscape. Given the form of the neighbouring rear extension a flat roof will not look out of place.

9.2 Heritage Considerations: There are no designated or undesignated Heritage assets affected directly or indirectly by the proposal. The site is not in or adjacent to a conservation area.

9.3 Residential Amenity: The outlook of neighbours to both sides of the proposal site is not considered materially harmed. Number 21 adjoining to the North West, features a rear extension and patio doors with a short section of blind wall adjacent to the boundary. Given the usual permitted development right of 3m on the boundary, the relative impact will be seen to be within that normally considered acceptable under permitted development allowances. Light is not considered materially harmed given the fall back position of 2.5m high sheds and more significantly the unobstructed light from other sources to the rear of this site (in the main the vault of the sky, still available to illuminate the window over a substantial angle). To the south east number 25 benefits from the separation between the terraces of 4m so notwithstanding the 8.5m depth of the proposal, this gap ensures that material outlook and no sense of overwhelming enclosure, does not occur in this instance. Similarly the gap prevents material loss of light.

9.4 Highway Safety and Parking Provision: There is no loss of parking, but additional demand is created by additional bedrooms, this demand is however limited to one extra space, under the Adopted Suffolk parking guidance, it would appear that the front garden is sufficiently wide to facilitate two parking spaces. More significantly, though given that this proposal appears to be a disability adapted conversion there is sufficient space for both spaces to be 3.3m wide and therefore disabled driver accessible. On street parking in this vicinity is restricted by the proliferation of dropped kerbs for frontage parking, making street parking generally unlawful on this side of the road, although there are no specific traffic regulation orders.

9.5 The new drive surface is specified as permeable, this therefore has no planning implications. Officers consider that as the dropped kerb is already in place that this work does not in itself require permission or need to be included in the description of work. County Highways have asked for two conditions; please note that these cannot be lawfully be employed where an element is in itself permitted development and not controlled. On that basis advisory notes regarding material carry over and water run-off are added. As this is a Council application the housing team can ensure these matters are dealt with, noting too that the SCC have enforcement powers in relation to the Highways Act. These powers can be enacted should loose material or water creates a future highway hazard.

- 9.6 Flood Risk / SUDS/ Protected Aquifers: This proposal is in Flood Zone 1, the low risk zone and there is no record of localised surface water flooding. The site is within the outer zone 2 of a "source protection zone"
- 9.7 The proposal does not significantly alter land permeability so no requirement for Sustainable Drainage (SUDs) requires imposition.
- 9.8 Biodiversity and Geodiversity: This site is within domestic garden land where there is no record of protected flora or fauna.
- 9.9 Trees and hedgerows: There are no trees with Tree Preservation Orders in the vicinity of this site and no protected hedgerows.

10.0 CONCLUSION

- 10.1 The application causes no material amenity harm and should be recommended for approval.

11.0 RECOMMENDATION

Approve with conditions below:

- 11.1. The development hereby permitted shall be begun within a period of three years beginning with the date of this permission.

Reason: In accordance with Section 91 of the Town and Country Planning Act 1990 as amended.

- 11.2. The development hereby permitted shall be constructed in all respects strictly in accordance with drawing 2236.17.1B received 22nd November 2017, for which permission is hereby granted or which are subsequently submitted to and approved in writing by the Local Planning Authority and in compliance with any conditions imposed by the Local Planning Authority.

Reason: To secure a properly planned development.

- 11.3. The materials to be used in the construction of the brickwork of the extension hereby permitted shall match those used in the existing building.

Reason: To ensure the satisfactory external appearance of the development.

Note: The vehicular access onto the highway should be properly surfaced with a bound material for a minimum distance of 5 metres from the edge of the metalled carriageway, in order to prevent the carry over of loose material onto the highway giving rise to hazard.

Note: A means to prevent the discharge of surface water from the development onto the highway is required. Uncontrolled run off of water is an offence regulated by the highway authority and water run-off in icy conditions especially creates hazard.

BACKGROUND INFORMATION:

See application ref: DC/17/4995/RG3 at

www.eastsuffolk.gov.uk/public-access

CONTACT

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