

SITE PLAN ATTACHED

**05. 5 CARISBROOK ROAD PILGRIMS HATCH ESSEX CM15 9PG
SINGLE STOREY FRONT EXTENSION.**

APPLICATION NO: 14/00869/FUL

WARD	Pilgrims Hatch	8/13 WEEK DATE	03.10.2014
PARISH		POLICIES	CP1 T2 NPPF NPPG
CASE OFFICER	Kathryn Mathews		01277 312616
Drawing no(s) relevant to this decision:	001; BR01 A; BR02 A;		

This application was referred by Cllr Mrs Davies from Weekly Report No 1660 for consideration by the Committee. The reason(s) are as follows:

I am referring it on the grounds that I consider that there would be adequate off street parking provision for two vehicles should be the application be allowed.

Update since publication of Weekly List 1660

Highway Authority response received: This Authority would recommend refusal for this application. Once the front is extended there would be limited space for only one parked vehicle for a 3 bedroom property which would be insufficient provision and lead to on-street parking. In addition to this, a vehicle parking across the frontage may even overhang the footway causing an obstruction and potential hazard to pedestrians.

1. Proposals

Single storey front extension (to replace an existing flat roof utility room measuring 2.2m in width and 2m in depth): 7.2m in width x 2m in depth and 3.4m in height; lean-to roof. The extension would accommodate a kitchen, shower room and porch.

2. Policy Context

The National Planning Policy Framework (NPPF) came into effect on 27 March 2012 and is now a material consideration in planning decisions. The weight to be given to it will be a matter for the decision maker's planning judgment in each particular case. This Framework replaces all the national planning guidance documents as stated in the NPPF, including Planning Policy Guidance Notes and Planning Policy Statements. Notwithstanding this, the NPPF granted a one year period of grace for existing adopted Local Plan policies which has now ended, but, the NPPF advises that, following this 12 month period, due weight should be given to relevant policies in existing plans according to their degree of consistency with the framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given). Thus policies in the Brentwood Replacement Local Plan remain material considerations:

On 6th March 2014, the government published Planning Policy Guidance (NPPG) which, along with the NPPF, is a material consideration in the determination of planning applications.

CP1 (General Development Criteria) Requires development to satisfy a range of criteria covering the following considerations: Character and appearance of the area; Residential amenities; Access; Highway safety; Environmental protection; and the Natural and Historic Environment.

T2 (New Development and Highway Considerations) refers to the need for proposals not to have an unacceptable detrimental impact on the transport system.

3. Relevant History

- 08/00388/FUL: Replacement Single Storey Front Extension And Single Storey Rear Extension -Application Permitted

4. Neighbour Responses

9 letters of notification were sent out. No letters of representation have been received.

5. Consultation Responses

- **Highway Authority:**

This Authority would recommend refusal for this application. Once the front is extended there would be limited space for only one parked vehicle for a 3 bedroom property which would be insufficient provision and lead to on-street parking. In addition to this, a vehicle parking across the frontage may even overhang the footway causing an obstruction and potential hazard to pedestrians.

6. Summary of Issues

The application site accommodates a three bedroom, end of terrace property within a residential area consisting of a mixture of semi-detached, terraced and flatted residential properties.

The main matters which require consideration as part of the determination of this application are the impact of the development on the character and appearance of the area, any impact on the amenity of the occupiers of neighbouring residential properties and parking provision.

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On 6th March 2014, the government published Planning Policy Guidance (NPPG) which, along with the NPPF, is a material consideration in the determination of planning applications. The NPPGs have been taken into account, where relevant, in the following assessment.

The proposed extension would be single storey in height and would not extend closer to the site's frontage than the existing front projection. No.1 Carisbrook Close was extended in a very similar manner around 20 years ago (reference BRW/94/92). As a result of the design, height, position and size of the extension proposed, it is considered that the development would not be out of keeping with the existing dwelling and would not harm the character and appearance of the area, in compliance with the NPPF (section 7), the NPPGs and Policy CP1 (criteria i and iii).

The proposed extension, as a result of its position, height, size and design, would not result in harm being caused to the occupiers of any neighbouring residential property by reason of overlooking, dominance, loss of outlook, loss of sunlight or loss of daylight, in compliance with the NPPF (paragraph 17) and Policy CP1 (criteria ii).

Off-street parking for the existing dwelling is available on the site's frontage accessed by a dropped kerb positioned roughly centrally along the site's frontage with Carisbrook Road. The maximum depth of the existing frontage is 6.2m (western boundary) and narrows to a minimum of 3.5m (eastern boundary) but the area would be sufficient to accommodate two parked cars. The proposed extension would

reduce the maximum depth of this area to 4.5m and the area available for off-street parking so that only one vehicle could be parked on the site's frontage. The existing dwelling is a three bedroom property which would require the provision of a minimum of two off-street parking spaces to comply with the adopted parking standards. The inadequacy of the number of parking spaces would result in inconvenience for the occupiers of the extended dwelling and pressure for additional on-street parking to the detriment of local visual amenity and the inconvenience of other road users, contrary to Policies CP1 and T2. The Highways Officer supports this view. Planning permission was granted for a front extension to the property in 2008 (reference 08/00388/FUL) but this was for a smaller addition and approved at a time the adopted parking standards were set as maximums for residential properties and so is not comparable to the current proposal.

7. Recommendation

The Application be REFUSED for the following reasons:-

R1 U08719

The proposal would result in an insufficient number of off-street parking spaces of adequate size which would be below the minimum number required to meet the Adopted Essex County Council: Parking Standards Design and Good Practice 2009. The inadequacy of the number of parking spaces would result in inconvenience for the occupiers of the extended dwelling and pressure for additional on-street parking to the detriment of local visual amenity and the inconvenience of other road users, contrary to Policies CP1 and T2 of the Brentwood Replacement Local Plan 2005.

Informative(s)

1 INF05

The following development plan policies contained in the Brentwood Replacement Local Plan 2005 are relevant to this decision: CP1, T2 the National Planning Policy Framework 2012 and NPPG 2014.

2 INF20

The drawing numbers listed above are relevant to this decision

3 INF25

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern with the proposal and determining the application within a timely manner, clearly setting out the reason(s) for refusal, allowing the Applicant the opportunity to consider the harm caused and whether or not it can be remedied by a revision to the proposal. The Local Planning Authority is willing to meet with the Applicant to discuss the best course of action and is also willing to provide pre-application advice in respect of any future application for a revised development.

BACKGROUND DOCUMENTS

DECIDED: