



Committee Report

Planning Committee North – 10 May 2022

Application no DC/22/0387/FUL

Location

114 Clarkson Road
Lowestoft
Suffolk
NR32 3NX

Expiry date 30 March 2022

Application type Full Application

Applicant Mr & Mrs Woodrow

Parish Oulton Broad

Proposal Demolish existing garage, two storey rear extension plus lean to side extension

Case Officer Debbi Wicks
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1. Summary

- 1.1. This application has triggered automatic referral to Planning Committee (North) for determination as the applicant is an employee of East Suffolk Council, and therefore the decision cannot be delegated to the Head of Planning and Coastal Management. The proposal comprises an amended scheme, in response to the recently refused previous application (DC/21/4575/FUL) and is now recommended for approval by officers, following the revisions. However, the latest application is not supported by Oulton Broad parish council, (although they had supported the refused scheme).

2. Site description

- 2.1. The application site is a detached house, dating from the 1970's and is positioned centrally within a row of five matching properties, numbered 110-118 Clarkson Road, that back onto the Oulton Broad Primary School playing field directly to the north. The site sits within the Rock Estate as it is known locally; a residential suburb comprising a mix of single and two storey modern dwellings, where the topography is quite hilly. The group are laid out at

regular intervals down the hill from east to west. There is also a sharp drop in levels at the rear of the site, between the house and garden and again down to the playing field behind.

3. Proposal

- 3.1. The application proposes a three metre deep two-storey gabled extension to the rear of the property, containing a dining room with new third bedroom above. The existing detached flat roofed garage along the eastern boundary to the rear of the house has recently been removed and a single storey side extension is proposed in lieu of this, containing a storeroom plus utility and study. The new single storey lean-to element would continue three metres beyond the existing rear wall, infilling the corner to link into the rear extension at ground floor level, finishing flush across the rear. The majority of the site frontage would be surfaced to provide parking provision for up to three cars.

4. Consultations

- 4.1. Objections have been received from the immediate neighbour to the east side, (no.112), who would be most affected and also from this gentleman's daughter on his behalf.
- 4.2. This neighbour (and his daughter) raise three particular concerns. The primary objection is the potential for health concerns arising from the close proximity of the proposed side extension to the neighbour's external flue outlet on their side wall and the effect on emissions.
Officer Response: This is not a material planning consideration and cannot be considered.
- 4.3. The second concern raised by the neighbour is that the extra off-road parking within the site frontage would not be in keeping with the row of detached houses in the road.
Officer Response: Noted, however there is limited planning control (see para 7.8 below).
- 4.4. Finally, the neighbour states that the narrow passageway created could cause excessive water flow from the applicant's drive, down between the buildings and into his garden which is already heavily sloped, with the steep levels changes already causing problems.
Officer Response: Surface water management would be an issue for Building Control to be satisfied on at a later stage, should building take place, and would not be a material factor in the determination of this householder planning application, though is noted. As the proposed car standing would exceed five square metres, adequate drainage must be incorporated to ensure that surface water run-off is discharged away from the highway and that would be a condition of any approval for the parking provision.

Parish/Town Council

Consultee	Date consulted	Date reply received
Oulton Broad Parish Council	9 February 2022	1 March 2022
Summary of comments: Recommend Objection due to previous objection not being rectified.		

Statutory consultees

Consultee	Date consulted	Date reply received
SCC Highways Department	9 February 2022	11 February 2022
Summary of comments: Notice is hereby given that the County Council as Highway Authority recommends that any permission which that Planning Authority may give should include the conditions shown below: Parking as shown on drawing.		

5. Site notices

General Site Notice

Reason for site notice: General Site Notice

Date posted: 11 February 2022

Expiry date: 4 March 2022

6. Planning policy

6.1. National Planning Policy Framework 2021

6.2. WLP8.29 - Design (East Suffolk Council - Waveney Local Plan, Adopted March 2019)

7. Planning considerations

7.1. Development proposals are to be determined in accordance with the Development Plan unless material considerations indicate otherwise. The relevant policy in this case is WLP8.29 (Design & Amenity) of the East Suffolk Waveney Local Plan 2019.

7.2. This policy states, amongst other things, that development proposals will be expected to demonstrate high quality design which reflects local distinctiveness. In so doing proposals should:

- Demonstrate a clear understanding of the form and character of the built, historic and natural environment and use this understanding to complement local character and distinctiveness;
- Respond to local context and the form of surrounding buildings in relation to:
 - the overall scale and character, layout, site coverage, height and massing of existing buildings, the relationship between buildings and spaces and the wider street scene or townscape and by making use of materials and detailing appropriate to the local vernacular;
 - Protect the amenity of the wider environment, neighbouring uses and provide a good standard of amenity for future occupiers of the proposed development;
 - Provide highway layouts with well integrated car parking and landscaping which create a high-quality public realm, avoiding the perception of a car dominated environment;

7.3. The key consideration of this revised scheme has now shifted from being the streetscene impact arising from the proposed development to the resultant neighbour amenity impact. This is because the previously proposed infilling at first floor, full height and width to the east side was the primary subject of policy conflict in terms of its scale, height and massing

that would have resulted in a cramped appearance, leaving virtually no gap remaining and therefore detrimental due to the spatial relationship between the two properties being severely compromised from within the public realm. A copy of the refusal notice of the previous application is appended to this report for reference.

- 7.4. The key reason that the two storey side extension was refused was that it would not have respected the very uniform pattern and layout of the original design concept within this particular group of dwellings, with their evenly spaced two storey walls and their rooflines that are deliberately planned to step down at regular intervals, corresponding with the decline in ground levels which in turn creates a well-designed rhythm that would have been completely disrupted by the addition of a tall side extension. By contrast, the amended single storey side extension, assisted by its lean-to roof and set back one metre behind the front wall, would not result in a significant material impact to the streetscape, where the garage would previously have been viewed in the background from the street, and most importantly the pattern and spacing of the roofline would be retained.
- 7.5. It is noted that two neighbouring properties within this small group, nos. 112 and 118 Clarkson Road on either side of the application site, have both added shallow two storey rear extensions of depths of 2-2.5m in order to increase their floorspace, without detracting from the streetscene and in keeping with the modest plot dimensions and rear garden depths. The revised proposal for no.114, with its three-metre-deep rear extension will continue this overall pattern in terms of footprint, providing an alternative means to achieve the reinstatement of a third bedroom with minimal streetscape impact and is therefore regarded as an improvement on the earlier application.
- 7.6. A further material planning consideration, very much in the balance with this site, is the Permitted Development fallback position with regard to exempt extensions. Under current 2015 Planning Regulations, it is permissible to construct a two-storey rear extension in matching materials and roof form to a maximum projection of three metres without needing planning permission, provided that it is at least two metres from all boundaries and at least 7m from the rear boundary.
- 7.7. In this case, the proposal only fails those criteria by being less than two metres from the western side boundary (it is 0.9m away). On that basis, the additional metre proximity to the western boundary is a key factor for assessment and is deemed acceptable here due to the site orientation and presence of the neighbouring garage at that side. The extension depth is the maximum acceptable and will leave a rear garden depth of 7.5m, totalling 72 square metres in area, again within accepted dimensions and improved proportions by the removal of the garage, which also offsets the rear extension footprint.
- 7.8. The proposed single storey side extension would again be possible under Permitted Development Rights, including the three-metre rear projection, were it not joined into the rear extension. It is only the fact that a wraparound ground floor internal layout is proposed that brings the side extension within planning control. Therefore, if the two elements were to be physically separated the side extension could proceed in any event and accordingly the joining together at the north-eastern corner is the primary consideration. If anything, the corner infill aspect of the proposal is judged to result in less of an enclosure to both parties than the former garage had been, and the privacy aspect from the floor level adjacent the new French doors will be addressed by the new boundary fence panels graduating down in height to correspond with the steps down to the garden.

7.9. With regard to the frontage parking, once more it would be difficult to justify refusal as planning permission would not be required, providing drainage is incorporated. The property originally had three off road spaces provided (two tandem spaces in the driveway plus the garage). The County Highways Residential Standards require a minimum of two spaces plus a secure building for cycles to serve a three-bedroom dwelling and that would be achieved, as demonstrated on the Block Plan and with no objection in response to the SCC consultation on this application.

8. Conclusion

8.1. Accordingly, this revised scheme is considered to successfully address all the previous refusal reasons. A large proportion of the works could be carried out under Permitted Development if the two-storey rear element was to be separated and pulled in further from the western boundary. Those two aspects that bring it within planning control have been carefully assessed and are judged to be policy compliant in terms of their neighbour amenity impact, particularly in comparison with the 14-metre-long side extension at four metres in height all the way down the eastern garden boundary as was proposed in the refused scheme. Visually, too, the amended scheme is far less impacting within the streetscene and is sympathetic to the spacing and rhythm of the overall grouping, adhering to WLP8.21.

9. Recommendation

9.1. Approval, with materials as per plans and a condition requiring drainage to hard standing/ parking area.

10. Conditions:

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.

2. The development hereby permitted shall be completed in all respects strictly in accordance with Drawing 2844.21.2F, including specified materials received 7th March 2022, for which permission is hereby granted or which are subsequently submitted to and approved by the Local Planning Authority and in compliance with any conditions imposed by the Local Planning Authority.

Reason: For the avoidance of doubt as to what has been considered and approved.

3. The use shall not commence until the area(s) within the site shown on drawing no.2844.21.2F for the purposes of manoeuvring and parking of vehicles has / have been provided and thereafter the area(s) shall be retained, maintained and used for no other purposes.

Adequate drainage shall be provided in connection with the parking and turning area within the site frontage by either the use of porous materials, a soakaway or drainage channel

Reason: to ensure that surface water does not flow onto the highway, causing a safety concern and to ensure that sufficient areas for vehicles to be parked are provided in accordance with Suffolk Guidance for Parking 2019 where on-street parking and manoeuvring would be detrimental to the safe use of the highway.

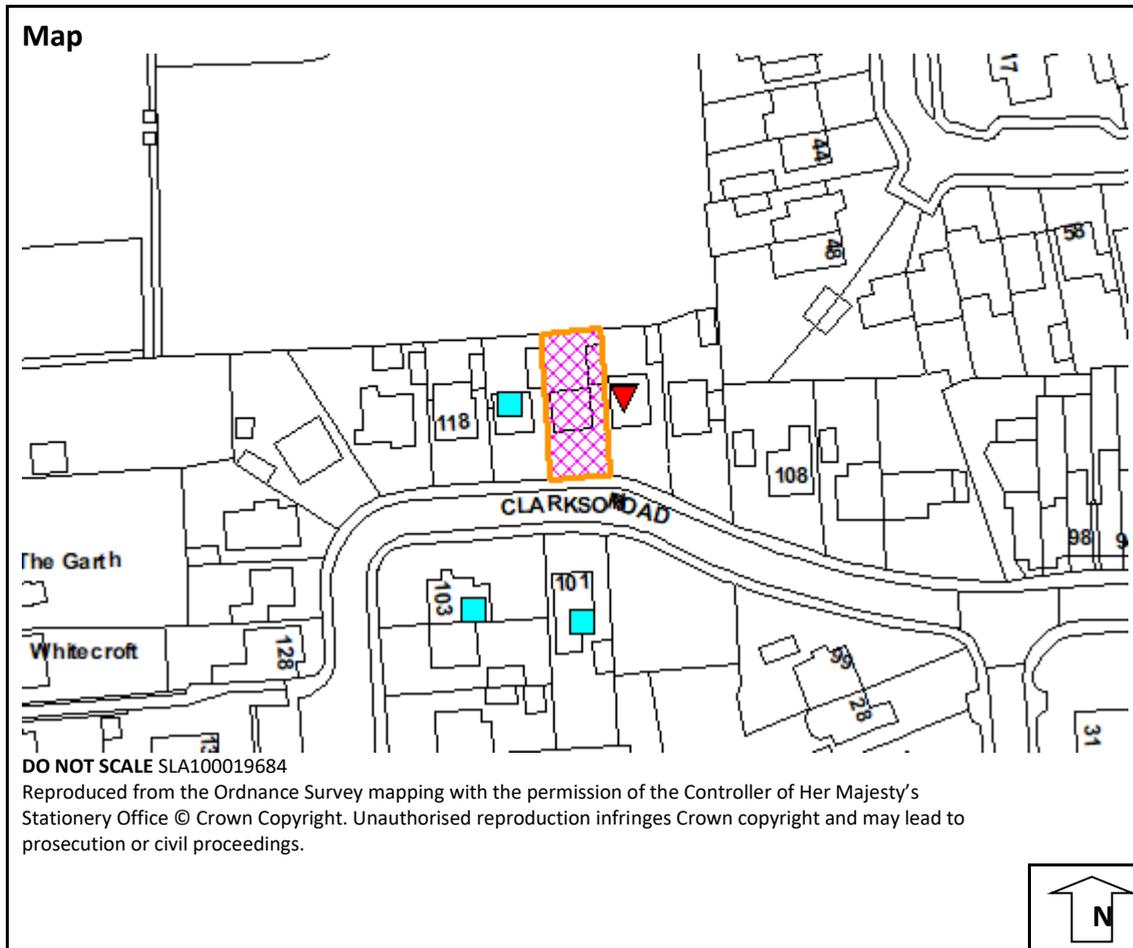
Informatives:

1. The Local Planning Authority has assessed the proposal against all material considerations including planning policies and any comments that may have been received. The planning application has been approved in accordance with the objectives of the National Planning Policy Framework and local plan to promote the delivery of sustainable development and to approach decision taking in a positive way.

Background Papers

Appendix 1: Decision Notice for Previous Application ref. DC/21/4575/FUL

See application reference DC/22/0387/FUL on [Public Access](#)



Key



Notified, no comments received



Objection



Representation



Support