



## Committee Report

**Planning Committee South** – 27 April 2021

**Application no** DC/20/4597/FUL

**Location**

148 Bucklesham Road  
Purdis Farm  
Suffolk  
IP3 8TZ

**Expiry date** 20 January 2021

**Application type** Full Application

**Applicant** Mr & Mrs Senthill

**Parish** Purdis Farm

**Proposal** Proposed two storey & single storey extensions and alterations. Repositioning of cartlodge (previously approved) and new vehicular access.

**Case Officer** Jamie Behling  
07919 303788  
[Jamie.Behling@eastsoffolk.gov.uk](mailto:Jamie.Behling@eastsoffolk.gov.uk)

### 1. Summary

- 1.1. The proposed development seeks planning permission to erect a part two storey, part single storey rear extension to the host dwelling. The scheme also includes the repositioning of the cart lodge within the front garden (previously approved) and creating a new vehicular access.
- 1.2. Considered against all relevant material planning matters, the application is deemed acceptable and therefore recommended for approval in accordance with the NPPF and relevant policies of the adopted development plan.

### Reason for Committee

- 1.3. The referral process was triggered in accordance with the Council's scheme of delegation because the 'minded to' decision of the Planning Officer is contrary to the Parish Council's recommendation to refuse due to concerns relating to Design and Residential Amenity.
- 1.4. The application was therefore presented to the referral panel on Tuesday 30<sup>th</sup> March 2021 where members felt that the applications should be referred to Planning Committee for debate, on the basis that the size and scale of the extension may have a substantially harmful impact to residential amenity of the neighbours.

### Recommendation

- 1.5. The application is recommended for approval subject to conditions, because the scheme accords with Planning Policy and is acceptable in terms of all relevant material planning considerations, including visual and residential amenity.

## **2. Site description**

- 2.1. The application property, 148 Bucklesham Road is a detached, two storey, residential dwelling within the settlement boundary of Purdis Farm. The dwelling is set back from the road with a tree line across the front boundary which has recently seen a number of protected trees removed with consent from the local planning authority.
- 2.2. Planning permission was historically given to erect a dwelling to the east within the garden area, now No. 148A Bucklesham Road, under ref. C/00/1358 in November 2000. Subsequently permission has also been given to erect a dwelling within the garden area to the west which has not yet been built under ref. DC/16/3954/FUL in December 2016. This application included the erection of a new cart lodge to the front of No. 148.
- 2.3. An earlier application for a similar scheme to the current proposal was withdrawn as it was considered that it would have a harmful impact to neighbouring dwellings under ref. DC/20/3438/FUL. That application was for larger additions than those currently proposed.

## **3. Proposal**

- 3.1. The proposal seeks to erect a part two-storey extension, which includes the extension of the existing rear facing two-storey gable and the addition of another with a flat roof link in between. The existing gable will extend in its current form by 4.3 metres. The ground floor extension to the rear of the dwelling in the form of a flat roof extension will extend at its deepest point eight metres from the rear of the dwelling. The extensions will be finished in matching render and tiles.
- 3.2. A new private access is proposed from the road so that it would no longer be shared with the new dwelling to the west and the garage is to be repositioned towards the west boundary so that the new access can be created, and turning space provided.
- 3.3. A flat roofed side extension to the house was originally included within the proposal but was subsequently omitted.

#### 4. Consultations/comments

4.1. One representations of Objection raising the following material planning considerations:

- Loss of Light/Shading - The two-storey element of the proposal would create additional shading onto the side and rear of the neighbouring dwelling to the east. The single storey side element of the proposal has been removed from the plans.
- Overbearing Structure - The new extensions would be an overbearing structure close to the boundary.
- Impact of the access to the street scene - The new access further removes the green frontage of Bucklesham Road.
- Highway Safety - The impact the new access would have on the safety of Bucklesham Road.
- Loss of Privacy - Loss of privacy from new access.

#### Consultees

##### Parish/Town Council

Consultee	Date consulted	Date reply received
Purdis Farm Parish Council	27 November 2020	16 December 2020
<p><i>"The Parish Council objects to this revised application as we consider that the building of an extension of the size proposed will potentially have a significant detrimental impact on the residential amenity of the occupiers of the neighbouring property at number 148A in terms of access to daylight in their kitchen and breakfast room in particular.</i></p> <p><i>In their letter of objection, the occupiers of number 148A have raised a number of concerns which should be carefully considered by the planning officer particularly about the Arboriculture Report, the need to protect nearby trees and highway safety with the new access proposed.</i></p> <p><i>The overall issue of highway safety along Bucklesham Road continues to be of concern to the Parish Council with speeding being a continuing problem. "</i></p>		

##### Statutory consultees

Consultee	Date consulted	Date reply received
Suffolk County Council - Highways Department	27 November 2020	15 December 2020
Summary of comments: No objections with standard conditions.		

## Non statutory consultees

Consultee	Date consulted	Date reply received
Landscape Team (Internal)	27 November 2020	8 December 2020
Summary of comments: Internal Planning Services Consultee, comments included within officers recommendations.		

Consultee	Date consulted	Date reply received
Ecology (Internal)	27 November 2020	No response
Summary of comments: No comments received.		

## Publicity

None

## Site notices

General Site Notice

Reason for site notice: General Site Notice

Date posted: 4 December 2020

Expiry date: 29 December 2020

## 5. Planning policy

5.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that “where in making any determination under the planning Acts, if regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise”.

5.2. The East Suffolk Council – Suffolk Coastal Local Plan was adopted on 23 September 2020 and the following policies are considered relevant:

SCLP11.1 - Design Quality (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP11.2 - Residential Amenity (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

5.3. The following East Suffolk Supplementary Planning Guidance Document is also relevant:

SPG 16 - House alterations & extensions (East Suffolk Council - Suffolk Coastal District Local Plan -Supplementary Planning Guidance)

## 6. Planning considerations

### Visual Amenity, Street Scene and Landscape

- 6.1. Since the area to the west side of the dwelling has been sub divided for a new dwelling, the only space to extend is to the rear. The new proposed rear extensions to the dwelling are to the south elevation and would not be prominent within the street scene. The extensions follow the existing form of the dwelling at the first-floor gable, while creating a new smaller gable to the west side of the property, in keeping with the character of the building. The new flat roof elements of the extensions do not significantly detract from the character of the dwelling and are seen as subservient, recessive additions that connect the new elements together. The proposals would have little impact to the visual amenity of the area or wider landscape and can be seen to respect the original features of the property. The massing and bulk of the extensions remain central to the plot and although the building is extending into the rear garden of the property, due to the size of the curtilage it is not judged as over development.
- 6.2. The creation of the new access has been achievable through the loss of a cluster of trees that were within the front garden and on the raised verge fronting Bucklesham Road. The consent was granted to remove these trees prior to the submission of this application. Part of the raised verge would need to be excavated out in order to create the new access which is not deemed unreasonable. The majority of dwellings in the area, specifically to the west, have private driveways and the addition of a further one is not considered to substantially detract from the character of the area or its visual amenity. It is unfortunate that the trees were lost in order to accommodate this further access, however it would not appear out of place with the remaining trees left to act as a natural barrier.
- 6.3. The proposed cart lodge is to be repositioned from the west boundary to the east boundary and set closer to the road. The separated plot to the west retains the original cart lodge for the property which is positioned in front of the new build. This cart lodge will also be built in front of the existing dwelling but set further forward so that vehicles can entire the site and haver space to turn while leaving a large enough gap to retain an outlook from the front elevation of the dwelling. Although the character of the road is made up of open frontages other dwellings along the road also have cart lodges positioned in front of the dwellings while this plot along with its neighbour now has a much narrower plot width. Although the position of the cart lodge it not ideal, it is considered that it would not be significantly more harmful to the street scene than the original position and that its new location is acceptable.

### Residential Amenity

- 6.4. The proposed rear extension would have a degree of impact to the neighbour to the east as the existing gable will be extended 4.3 metres out beyond its existing line. This will be the element of the proposal that will have the greatest impact now that the side extension has been omitted from the plans. This element will have a height of 4.2 metres to the eaves with an overall height of 7.85 metres to the ridge, the same as the existing gable. There is currently a gap of approx. four metres separating the two sides of the neighbouring dwellings with the kitchen/breakfast bar areas being the affected rooms.

- 6.5. The new two-storey element of the proposal just meets the 45 degree light test for accessible light into the neighbours rooms. Although the extension will be large in comparison to the existing massing of the dwelling, it is judged that the proposal is acceptable and would not substantially inhibit the access to daylight or significantly reduce the outlook of the neighbour, No. 148A. This is due to the orientation of the sun and the position of the proposed extension. It is acknowledged that there could be the creation of a tunnelling effect when looking out the rear of the breakfast bar area of No. 148A, however this is partly caused by the extension already built on the neighbours property while the gap left between the two dwellings helps to reduce this effect.
- 6.6. Also of material consideration is the potential for additions using Permitted Development Rights. Under permitted development rights the applicant could add a two-storey extension on the rear of the existing dwelling with a depth of projection of three metres without the need for planning permission. The two-storey element along the east boundary, that would have the largest impact on the neighbour No.148A, is 4.3 metres in depth. Therefore, consideration has to be given to whether the additional 1.3 metres beyond the fallback position of the applicant is harmful to such a degree that the application should be refused on this basis. It is considered that the additional length would not give rise to such a level of harm that the proposal should be refused on these grounds.
- 6.7. Two new first floor windows are proposed on the west elevation, both obscured and serving en-suites. An obscured single first floor window is also proposed on the east elevation serving the en-suite for the master bedroom. All of these windows are considered not to cause unreasonable overlooking or loss to privacy.
- 6.8. The access would not substantially harm the residential amenity of No.148A to a degree where the application should be refused. Although both the front gardens are fairly open with a 1-metre-high fence along the boundary, it is judged that there would be no uncommon movements going into and out of the property that would be considered reasonably detrimental in this built up, residential location.
- 6.9. The size and position of the garage would not cause a loss of light or over shadowing that would be harmful to either neighbour. The garage is positioned away from the dwellings in a front garden location that would not overlook or cause a sense of overbearing to either neighbour.

#### Landscaping

- 6.10. Although it is unfortunate to lose the trees within the front garden area, these have been previously removed with consent, from the local planning authority. In consultation with the Arboricultural manager, the proposed works can be completed without harming the roots of surrounding trees in the form of a pre-commencement condition and therefore it is deemed acceptable, as no protected plants would be harmed due to the development. Although concerns were raised over the motives of removing the trees at the front, consent was granted on the basis of the evidence provided by the applicant at the time and although permission is now sought to create an access where they used to be, this has to be judged on the merit of this proposal alone.

## Parking and Highway Safety

- 6.11. SCC as Local Highway Authority have no objection to the new access and do not consider it to cause any significant danger to highway safety subject to the addition of standardised conditions. Due to the existing access and parking area plus the topography of the land and the generally porous front garden area, it is considered some of the proposed conditions recommended by SCC Highways were not necessary in order to approve the application and have been omitted from the recommended decision.

## **7. Conclusion**

- 7.1. The design is acceptable and as noted above there is no significantly harmful impact on neighbour's amenity. The new access would not cause a danger to highway and the landscaping required is considered acceptable for the development. The scheme is therefore considered to comply with the policies listed above.

## **8. Recommendation**

- 8.1. The application is recommended for approval subject to the conditions set out below.

### **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 3680-11P and 14F received 24/02/2021, 3680-15A and 01B received 26/11/2020 and LSDP 11426-01 received 13/11/2020 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 materials and finishes shall be as indicated within the submitted application and thereafter retained as such, unless otherwise agreed in writing with the local planning authority.

Reason: To ensure the satisfactory appearance of the development in the interests of visual amenity

4. The vehicular access onto the plot shall be properly surfaced with a bound material for a minimum distance of 5 metres from the edge of the metalled carriageway, in accordance with details previously submitted to and approved in writing by the local planning authority.  
Reason: To secure appropriate improvements to the vehicular access in the interests of highway safety.

5. Before the access is first used clear visibility at a height of 0.6 metres above the carriageway level shall be provided and thereafter permanently maintained in that area between the nearside edge of the metalled carriageway and a line 2.4 metres from the nearside edge of the metalled carriageway at the centre line of the access point (X dimension) and a distance of 43metres in each direction along the edge of the metalled carriageway from the centre of the access (Y dimension).

Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no obstruction over 0.6 metres high shall be erected, constructed, planted or permitted to grow within the areas of the visibility splays.

Reason: To ensure vehicles exiting the drive would have sufficient visibility to enter the public highway safely, and vehicles on the public highway would have sufficient warning of a vehicle emerging to take avoiding action.

6. In respect of the new garage, ground investigation should be carried out to determine position of tree roots and in consequence, details of the construction methodology for the new garage shall be submitted to the local planning authority for approval. The submitted methodology shall take full account of the findings of the ground investigations and shall respond accordingly.

Reason: For the avoidance of damage to protected trees included within the landscaping scheme in the interests of visual amenity and the character and appearance of the area.

#### **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.
2. It is an OFFENCE to carry out works within the public highway, which includes a Public Right of Way, without the permission of the Highway Authority.

Any conditions which involve work within the limits of the public highway do not give the applicant permission to carry them out. Unless otherwise agreed in writing all works within the public highway shall be carried out by the County Council or its agents at the applicant's expense.

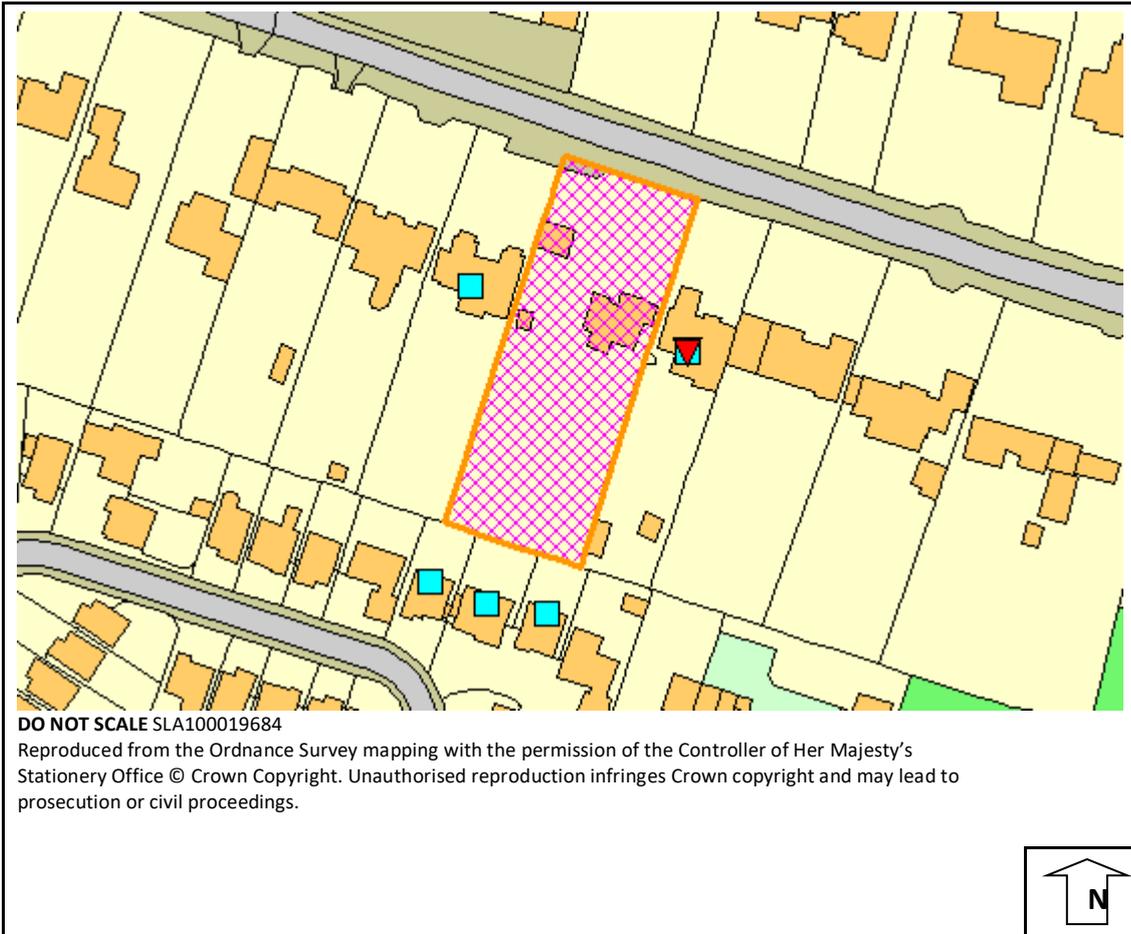
The County Council's East Area Manager must be contacted on Telephone: 0345 6066171. Further information can be found at: <https://www.suffolk.gov.uk/roads-and-transport/parking/apply-for-a-dropped-kerb/>

A fee is payable to the Highway Authority for the assessment and inspection of both new vehicular crossing access works and improvements deemed necessary to existing vehicular crossings due to proposed development.

## **Background information**

See application reference DC/20/4597/FUL on [Public Access](#)

## Map



## Key



Notified, no comments received



Objection



Representation



Support