

## **OFFICER REPORT FOR DECISION UNDER DELEGATED AUTHORITY**

**APPLICATION NO:** P0019.21

**WARD :** Cranham

**Date Received:** 8th January 2021

**ADDRESS:** 4 NYTH CLOSE  
UPMINSTER

**PROPOSAL:** Single storey rear/side extension involving demolition of attached garage.

**DRAWING NO(S):** Drg. no. 3504.01 Rev A  
Drg. no. 3504.02 Rev A

**RECOMMENDATION :** It is recommended that **planning permission be GRANTED** subject to the condition(s) given at the end of the report

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### **SITE DESCRIPTION**

The application site is located on the eastern side of Nyth Close. The property is a two storey semi-detached dwelling. It is constructed of brick face with gabled tiled roof. The front door of the property is situated on the northern side elevation. The property has a garage located in the rear garden which adjoins the corner of the rear outshot.

The application site is located in a residential area and it is not within a Conservation area. Nor is it a Listed Building.

### **DESCRIPTION OF PROPOSAL**

The proposal seeks planning permission for a single storey rear/side extension involving demolition of attached garage.

### **RELEVANT HISTORY**

None found.

### **CONSULTATIONS/REPRESENTATIONS**

There were no responses received from neighbour consultation.

### **RELEVANT POLICIES**

#### LDF

DC61 - Urban Design

SPD4 - Residential Extensions & Alterations SPD

#### OTHER

LONDON PLAN - 7.4 - Local character

LONDON PLAN - 7.6 - Architecture

NPPF - National Planning Policy Framework

### **MAYORAL CIL IMPLICATIONS**

This application is not CIL liable as the new floorspace created is less than 100 square metres.

## **STAFF COMMENTS**

Due to the current social distancing measures brought on by the Covid 19 pandemic, officers were unable to undertake a full site inspection. No response was received from the agent for the site photos to be provided. In determining this planning application, the google street view as well as aerial photos were used to assess the site and submitted drawings.

The issues arising from this application are the visual impacts arising from the design and appearance of the development; the impact on neighbouring amenity, parking and highway issues.

## **DESIGN/IMPACT ON STREET/GARDEN SCENE**

Policy DC61 seeks to ensure that new development is of the highest standards of design which respects, and where possible maintains, enhances or improves the character and appearance of the local area. In particular the form, scale, massing, height of the surrounding neighbouring buildings, public amenity and detailed design.

The proposal involves the construction of a single storey rear/side extension involving demolition of attached garage.

The existing garage would be demolished and replaced by a single storey side extension which would adjoin the proposed rear extension. The proposed side extension would protrude 1.30 metre forward beyond the former garage structure. Likewise, the depth would be reduced by 1.30 metre from the rear of the existing garage. The development would comprise of a false pitched roof at a height of 3.20 metres to the front with flat roof profile behind. The proposal would be used as a store and utility room. The proposed side extension would appear subordinate to the host dwelling therefore considered acceptable.

The proposed single storey rear extension would replace the existing rear outshot. The proposal would comprise of 3.05 metres depth, 3.90 metres overall height with a shallow pitched roof and cover the full width of the rear elevation. The proposed single storey rear extension complies with Havering's Residential Extensions and Alterations SPD recommended 4 metres depth for single storey rear extension on semi-detached houses. Furthermore, the proposed shallow pitched roof accords with the Council's guidance. The development has been designed to accord with the requirements of the Havering's Residential Extensions and Alterations SPD therefore it is considered acceptable.

Overall it is considered that the proposal would not be harmful to the character and appearance of the existing dwellinghouse and the surrounding area.

## **IMPACT ON AMENITY**

As set out above, Policy DC61 requires that the relationship between existing and proposed development would be harmonious.

The attached neighbouring property to the south has a single storey rear extension. The proposal would not protrude beyond this neighbour's rear extension. Furthermore, the proposed side extension would be positioned on the opposite side of the host dwelling, some distance away from this neighbouring property. Having regard to all of these factors, the impact of the side/rear extension on the amenity of the neighbouring property is considered to be within acceptable limits.

The non-attached neighbouring property to the north has a driveway parallel with the host dwelling and a garage which adjoins the host dwelling's garage. Whilst the proposed side extension would marginally protrude forward beyond this neighbour's garage, the proposal

comprises of a false pitched roof at the front which minimises the bulk and mass of the development. Furthermore, there would be the intervening separation distance created by the neighbour's driveway. The proposed rear extension would be situated opposite to the proposed side extension therefore some distance away from this neighbour. A reasonable level of amenity would be affordable to these neighbouring properties in accordance with Havering's Residential Extensions and Alterations SPD.

For the reasons set out above it is considered that the proposal would be sufficiently distanced, orientated and designed so as not to have an unacceptable effect on the amenities of the neighbouring properties, in particular to their outlook, privacy or available light.

## **HIGHWAY/PARKING**

The proposal involves the demolition of an attached garage. The application site has been identified as falling within Public Transport Accessibility Location (PTAL) 1b. This means a minimum of 1.5 vehicular parking spaces should be available on this site. The application site has a spacious front driveway and a paved front garden which would have the capacity of accommodating 2 no. vehicles. Given the parking provisions available on site the loss of 1 no. attached garage is considered acceptable in this instance.

## **KEY ISSUES/CONCLUSIONS**

The proposal would be in accordance with the Local and National Policies and Havering's Residential Extensions and Alterations SPD therefore acceptable.

## **RECOMMENDATION**

It is recommended that **planning permission be GRANTED** subject to the following conditions:

### **1. SC4 (Time limit) 3yrs**

The development to which this permission relates must be commenced not later than three years from the date of this permission.

Reason:-

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

### **2. SC10 (Matching materials)**

All new external finishes shall be carried out in materials to match those of the existing building(s) to the satisfaction of the Local Planning Authority.

Reason:-

To safeguard the appearance of the premises and the character of the immediate area, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC61.

### **3. SC32 (Accordance with plans)**

The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans (as set out on page one of this decision notice).

Reason:-

For the avoidance of doubt and to ensure that the development is carried out as approved.

**4. SC34 (Obscure glazing) ENTER DETAILS**

The proposed windows on the north side elevation shown on drawing no. 3504.02A shall be permanently glazed with obscure glass not less than level 3 on the standard scale of obscurity and non -openable below 1.7 metres from finished floor level and shall thereafter be maintained.

Reason:-

In the interests of privacy, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC61.

**5. SC46 (Standard flank window condition)**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, no window or other opening (other than those shown on the submitted and approved plan,) shall be formed in the flank wall(s) of the building(s) hereby permitted, unless specific permission under the provisions of the Town and Country Planning Act 1990 has first been sought and obtained in writing from the Local Planning Authority.

Reason:-

In order to ensure a satisfactory development that will not result in any loss of privacy or damage to the environment of neighbouring properties which exist or may be proposed in the future, and in order that the development accords with Development Control Policies Development Plan Document Policy DC61.

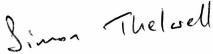
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**INFORMATIVES**

**1 Approval - No negotiation required**

Statement Required by Article 35(2) of the Town and Country Planning (Development Management) Order 2015: No significant problems were identified during the consideration of the application, and therefore it has been determined in accordance with paragraph 38 of the National Planning Policy Framework 2018.

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| <b>Authorising Officer:</b> | Simon Thelwell |  | 26-02-2021 |
| <b>Authorising Officer:</b> | Simon Thelwell |                                                                                      | 26-02-2021 |