
Appeal Decision

Site visit made on 30 May 2017

by Chris Forrett BSc(Hons) DipTP MRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 5 July 2017

Appeal Ref: APP/V1505/W/17/3170323

1 The Knowle, Basildon, Essex SS14 4BP

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr R J Hill against the decision of Basildon District Council.
 - The application Ref 16/01180/FULL, dated 22 August 2016, was refused by notice dated 12 December 2016.
 - The development proposed is described on the application as a new detached two storey house.
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Decision

1. The appeal is allowed and planning permission is granted for a new detached two storey house at 1 The Knowle, Basildon, Essex SS14 4BP in accordance with the terms of the application, 16/01180/FULL, dated 22 August 2016, subject to the conditions set out in the schedule to this decision letter.

Main Issue

2. The main issue is the effect of the development on the character and appearance of the area.

Reasons

3. The appeal site is currently part of the rear garden of 1 The Knowle which is a corner plot. To the side of the property is Furlongs, a residential street predominantly formed of two-storey semi-detached and terraced properties. It is common ground between the main parties that the principle of residential development of the site is acceptable and I have no reason to disagree.
4. The proposed dwelling would be seen in the context of the existing residential development on Furlongs. Given the width of the proposed dwelling, when compared to the width of the blocks of buildings on both sides of road, it would not appear as being excessively wide or as having an elongated appearance.
5. In respect of the roof form, the proposed dwelling would have a stepping down effect over the first floor landing area and box room. From my site visit I saw that there is a varied roof line at Nos 6, 8 and 10 Furlongs which adjoins the appeal site. Given the existing varied roof line in the immediate vicinity of the development, the stepping down of the roof on the appeal scheme would not appear out of place in the streetscene.
6. For the above reasons, the proposed dwelling would maintain the overall character and appearance of the area and would accord with saved Policy BAS

BE 12 of the Basildon District Local Plan (2007), the Basildon District Council Development Control Guidelines (1997), and the aims of the National Planning Policy Framework which seek, amongst other matters, to ensure that development does not cause any material harm to the character of the surrounding area including the streetscene.

Other matters

7. I have also had regard to the concerns raised in the representations from the Council's consultation period on the application, and through the appeal consultation period including matters such as parking issues, highway safety, possible disruption from building works, loss of garden space and the effect on the amenity of the occupiers of neighbouring residential properties.
8. Whilst I noted on my site visit that on street parking in the vicinity of the site occurs, the proposed dwelling would provide two off street spaces for its future occupants. Whilst the new access would result in the loss of some on-street parking, this would not be so significant as to warrant the withholding of planning permission. In respect of highway and pedestrian safety, given the limited nature of the development, and the nature of the surrounding highway network, the proposal would not give rise to any significant highway safety matters.
9. Turning to the possible disturbance during the construction phase of the development, given the likely short time period of such works, and the generally spacious nature of the surrounding area, this does not represent a significant planning issue.
10. I have also had regard to the effect on the amenity of neighbouring residents, including the visual impact of the new house, and the effect on light and potential overshadowing. In these respects, it is noted that the development accords with the design standards of the Council. From what I observed on site, I have no reason to deviate from those design standards.
11. Finally, the proposal would result in the reduction of garden space for the existing dwelling. However, it is noted that the existing dwelling would still have a significant area remaining for the occupier of that dwelling. As such, the loss of such space would not result in any unacceptable impact.

Conditions

12. The Council has suggested a number of conditions that it considers would be appropriate. I have considered these in light of the Planning Practice Guidance (PPG). For clarity and to ensure compliance with the PPG, I have amended some of the Council's suggested wording.
13. Other than the standard time limit condition, it is necessary to ensure that the development is carried out in accordance with the approved plans for the reason of certainty.
14. Conditions relating to the provision of the access, parking spaces and pedestrian visibility splays are necessary in the interests of highway and pedestrian safety and to ensure that adequate parking provision is made for the development.

15. The Council have also recommended conditions relating to surface water drainage to the highway and that the proposed boundary fence should be sited clear of the maintainable highway.
16. Given that the development proposes pervious block paving for the driveway the surface water drainage condition is not necessary. In respect of the boundary fence, this is a potential land ownership matter which is away from the planning merits of the development. Consequently, such a condition is unnecessary.

Conclusion

17. Taking all matters into consideration, for the reasons given above I conclude that the appeal should be allowed.

Chris Forrett

INSPECTOR

SCHEDULE OF CONDITIONS

1. The development hereby permitted shall begin not later than 3 years from the date of this decision.
2. The development hereby permitted shall be carried out in accordance with the following approved plans – PLA1, PLA3, PLA4 and PLA5.
3. Prior to the first occupation of the dwelling, the vehicular access and parking spaces shown on the approved plans shall be constructed in a bound material including the dropped kerb to Furlongs and the parking spaces shall be retained as such for the life of the development.
4. Prior to first occupation of the dwelling, 1.5 metre x 1.5 metre pedestrian visibility splays, as measured from and along the highway boundary, shall be provided on both sides of the vehicular access, as shown in principle on the approved plans and the visibility splays shall be retained free of any obstruction for the life of the development.