

Schedule Referred Item R5

**TITLE: 08/00020/OUT
SINGLE STOREY REAR EXTENSION, TWO STOREY FRONT
AND SIDE EXTENSION, NEW ROOF WITH HABITABLE
ACCOMMODATION WITHIN AND CONVERT TO 4 NO. SELF
CONTAINED ONE-BEDROOMED FLATS WITH CAR
PARKING TO REAR.
138 DOWN HALL ROAD RAYLEIGH**

APPLICANT: MR THOMAS DEVLIN-JAMES

ZONING: RESIDENTIAL

PARISH: RAYLEIGH TOWN COUNCIL

WARD: DOWN HALL AND RAWRETH

In accordance with the agreed procedure this item is reported to this meeting for consideration.

This application was included in Weekly List no. 923 requiring notification of referrals to the Head of Planning and Transportation by 1.00 pm on Tuesday, 25 March 2008, with any applications being referred to this meeting of the Committee. The item was referred by Cllr R A Oatham.

The item that was referred is appended as it appeared in the Weekly List, together with a plan.

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- 5.1 **Rayleigh Town Council** – has no objections, but would like to express their disappointment with the quality of the drawings produced.

NOTES

- 5.2 Outline planning permission is sought for a single storey rear extension, two storey front and side extension, new roof with habitable accommodation within and convert to 4 no. self contained one bed-roomed flats with car parking to the rear.
- 5.3 The current dwelling is a detached house, situated on a prominent corner plot on the junction between Down Hall Road and Preston Gardens, within a designated residential area. Down Hall Road remains significantly busy throughout the day. The property has a significantly elevated position above the ground floor level of Down Hall Road where the land slopes both up Preston Gardens to the east and also to the north.

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- 5.4 The street scene presents an eclectic collection of types, scales and designs of dwellings, terraced, detached and semi detached, houses, chalets and bungalows. No.148/150 presents a precedent for flatted accommodation on the street. No. 140-146 are a row of four quite large terraced houses. There is no building to the rear of the site, only a vacant plot and a sub station.
- 5.5 The dwelling is, at present in considerably bad condition and is not currently occupied. The rendered finish is poorly discoloured and is falling away from the walls over a large majority of the property. The wooden window frames are noticeably rotten. The garden is currently significantly overgrown, which conceals its actual depth. A car parking space is currently provided to the very rear of the garden.
- 5.6 The application proposes to enlarge the existing dwelling and convert this into four one-bedroomed flats. The proposed extensions would include demolishing the existing rear conservatory and constructing a single storey flat roofed rear extension, which will be approximately 4m in depth and would extend the width of the dwelling by 2.2m to 7.8m. The proposed side extension will be 2.35m. The application also proposes to raise the ridge height by 50cm creating a gabled roof. This roof alteration would also result in a first floor front extension of 1.12m, bringing the first floor in line with the existing ground floor. This is in keeping with the building lines of the majority of the dwellings along this side of Down Hall Road. The extensions are all integrated within the new main roof. This is gabled to the front and rear rather than hipped.
- 5.7 Highways have raised no objection to the application and have indicated that the provision for four car parking spaces is seen to be sufficient for this proposal in this location.
- 5.8 The proposal does not change the external appearance of the dwelling significantly, keeping windows roughly in the same position, albeit that the shell of the building would be larger under a gabled, rather than hipped roof. The application does propose to locate the entrance to all four flats to the side of the property in Preston Gardens. The dwelling appears to be a detached house with an extension and would not noticeably appear to be flats when viewed from the street. The proposal is therefore not seen as being unreasonably out of character with the surrounding area and it is unlikely to disturb the rhythm of the street scene.
- 5.9 From calculations it would appear that the site has an amenity space shortfall by 12.5m², totalling 87.5m² as opposed to the 100m² as specified by Council guidance. It must, however, be noted that the garden area is of a useable shape. It is not deemed that this slight shortfall in garden area is a reason for refusing this application.
- 5.10 Council guidance states that side extensions shall be located a minimum of 1m from the plot boundaries at first floor level to prevent the coalescence of adjacent properties. The existing side boundary with no.138A has a side space of less than 1m but is unchanged in this application. The proposal would extend the dwelling 2.35m towards the alignment of Preston Gardens and would retain a side space varying between 0.7m and 0.4m.

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As this side extension is towards the Preston Gardens road frontage, the 1m separation from the boundary does not apply in street scene terms.

5.11 **Rayleigh Civic Society** – Have no comment to make about this application, but query whether the amenity space for four flats is adequate and the precise location of the access way to the site, bearing in mind it is a corner site Down Hall Road/Preston Gardens.

5.12 **Essex County Highways** – No objections, subject to conditions being placed on any grant of approval, as follows:-

- 1) A visibility splay of 2.4m x site maximum, as measured from the carriageway edge, shall be provided either side of the new access, with no obstruction over 600mm above the level of the adjacent carriageway.

Reason: In the interests of highway safety in accordance with Policy 1.1 (safety) Appendix G: Development Control Policies and Processes, Essex Transport Plan 2006/2011.

- 2) Prior to the beneficial use of the development commencing there shall be provided 1.5m x 1.5m pedestrian visibility splays to both sides of the vehicular access at the rear of the highway boundary.

Reason: In the interests of highway safety in accordance with Policy 1.1 (safety) Appendix G: Development Control Policies and Processes, Essex Transport Plan 2006/2011.

- 3) Prior to the commencement of works on the site the applicant shall indicate in writing to the Local Planning Authority an area within the curtilage of the site for the parking of operatives' vehicles and the reception and storage of building material clear of the highway.

Reason: To ensure that the highway is not obstructed during the construction period in the interests of highway and pedestrian safety.

- 4) Prior to any work commencing on site the applicant shall indicate in writing to the Local Planning Authority the means by which the wheels of vehicles leaving the site shall be cleansed.

Reason: To ensure that no mud or other detritus is deposited on the highway during the periods of construction in the interests of highway safety and maintenance.

- 5) Prior to the beneficial use of the development commencing the parking area shall be constructed and completed in bound materials as approved by the Local Planning Authority.

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Reason: To ensure the development is served by a properly laid out access and that no deleterious matter is brought on to the highway in the interests of highway safety and maintenance.

- 5.13 **Woodlands Section** - Before permitting full planning permission a landscaping scheme is to be submitted for approval.
- 5.14 The scheme should pay particular reference to:-
- BS 3936-1 Nursery stock to be used in the scheme.
 - BS 4428 Recommendations for landscaping
- 5.15 The scheme is to list all species to be planted, the specification to be used, planting method statement and aftercare and management. The applicant is to use native species where possible as per Rochford District Replacement Local Plan Section 8 sub-section 8.7 Policy No. NR1.
- 5.16 Three letters have been received in response to the public consultation, which make the following comments and objections:-
- Single entry in to the car parking spaces is insufficient to cover four spaces
 - May cause drivers to park in the road, causing nuisance for other road users and emergency vehicles
 - Preston Gardens is not wide enough to become a car park; it only measures 6.5m in width. It also has double yellow lines on both sides
 - Privacy issues
 - Noise issues as tenants will come and go at different times
 - Tenancy changes will take place causing friction internally with inhabitants, aggravating all persons close to the property
 - Should remain as a family house
 - Inconvenience to no.138A during the works
 - Worries over the large chimneys to the side of no.138
 - Increase in height and length of the roof will block most of the light to the bedroom, living area and garden of 138A
 - Front extension would obstruct views of no.138A from road, causing problems for emergency vehicles
 - If front area of 138 is fenced off then residents at 138A would not be able to see oncoming traffic when exiting property by car, it would be more dangerous than it already was
 - Proposed parking bays at the rear of the property would mean car fumes entering into garden of 138A
 - Four extra homes may affect water pressure and drainage
 - Overshadowing of 138A
 - Devaluing of property
 - Flats would detract from the family environment

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5.17 APPROVE

- 1 No development shall commence before plans and particulars showing precise details of design, external appearance, means of access and landscaping of the scheme hereby permitted (herein called reserved matters) have been submitted and approved in writing by the Local Planning Authority. The development shall only be carried out in accordance with the approved details.
- 2 Application for approval of all 'reserved matters' referred to in condition 1 above shall be made to the local Planning Authority before the expiration of three years from the date of this planning permission. The development hereby permitted shall be begun before the expiration of three years from the date of this permission or two years from the date of final approval of 'reserved matters,' whichever is the later.
- 3 The reserved matters pursuant to condition 1 shall include the form of the building shell, including its dimensions in footprint and height of ridge and eaves, as shown in the submitted drawings, as received on 4th February 2008.
- 4 SC14 Materials to be Used (Externally)
- 5 A visibility splay of 2.4m x site maximum, as measured from the carriageway edge, shall be provided either side of the new access, with no obstruction over 600mm above the level of the adjacent carriageway.
- 6 Prior to the beneficial use of the development commencing there shall be provided 1.5m x 1.5m pedestrian visibility splays to both sides of the vehicular access at the rear of the highway boundary.
- 7 Prior to the beneficial use of the development commencing the parking area shall be constructed and completed in bound materials as approved by the Local Planning Authority.

REASON FOR DECISION

The proposal is considered not to cause significant demonstrable harm to any development plan interests, other material considerations, to the character and appearance of the area, to the street scene or residential amenity such as to justify refusing the application; nor to surrounding occupiers in neighbouring streets.

Relevant Development Plan Policies and Proposals

HP6, HP11, SPD2, SPD5, of the Rochford District Council Adopted Replacement Local Plan

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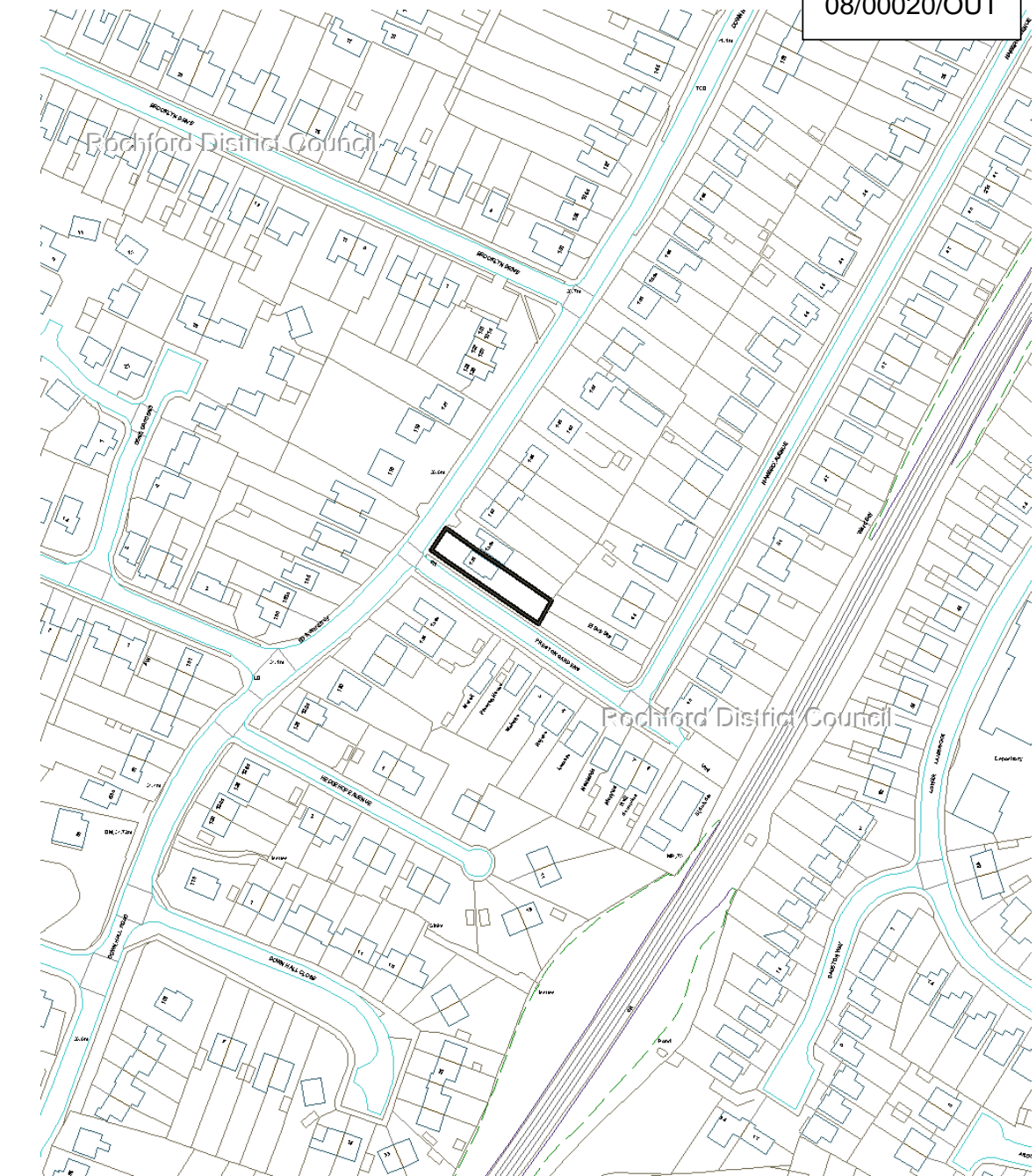
Shaun Scrutton
Head of Planning and Transportation

For further information please contact Katie Simpson on (01702) 546366, extension 3413.

The local Ward Members for the above application are Cllrs C I Black and R A Oatham.

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Rochford District Council

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