

14/00807/FUL

**LAND REAR OF 28 GREAT EASTERN ROAD GLADSTONE ROAD
HOCKLEY**

**CONSTRUCTION OF NEW 2-BEDROOM BUNGALOW IN REAR
GARDEN OF 28 GREAT EASTERN AVENUE FRONTING
GLADSTONE ROAD**

APPLICANT: MR KEVIN SEANEY

ZONING: RESIDENTIAL

PARISH: HOCKLEY

WARD: HOCKLEY CENTRAL

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

This application was included in Weekly List No. 1268 requiring notification of referrals to the Head of Planning and Transportation by 1.00 pm on Wednesday, 21 January 2015 with any applications being referred to this meeting of the Committee. The item was referred by Cllr K H Hudson.

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

1 NOTES

- 1.1 Planning permission is sought to construct a two-bed bungalow in the rear garden of 28 Great Eastern Avenue fronting directly onto Gladstone Road.
- 1.2 The application site is located within the built-up residential settlement of Hawkwell.
- 1.3 The application site would be formed from the rear half of the site occupied by the existing dwelling, which is a semi-detached bungalow dating from the 1950s, as are the dwellings at Nos. 26 and 30 Great Eastern Road, part of whose gardens border the site to their side. The site has a frontage onto Gladstone Road. The northern side boundary towards the front of the site borders the rear boundary of a pair of semis on Retreat Road. Opposite the front of the site are a row of detached houses.
- 1.4 The site area is 262m² and the development would result in a density of 38 dwellings per hectare (dph).

2 PLANNING HISTORY (SINCE THE 1990S)

- 2.1 ROC/253/53. Site for dwellings. Approved.
- 2.2 ROC/89/84. Single storey rear extension. Approved.

3 MATERIAL CONSIDERATIONS

Principle of Residential Use

- 3.1 The Rochford District Council Local Development Framework Allocations Plan (Adopted 25 February 2014) forms part of the Development Plan for Rochford District. The Allocations Plan superseded the proposals map that accompanied the 2006 Replacement Local Plan. The site is allocated existing residential development in the Allocations Plan.
- 3.2 Policy H1 of the Core Strategy resists the intensification of smaller sites within residential areas. However, it goes on to state that limited infilling will be considered acceptable and will contribute towards housing supply, provided it relates well to the existing street pattern, density and character of the locality. In this case it is arguable that the street scene would be improved with appropriate development on this section of Gladstone Road instead of garden ends and rear boundary treatment fronting the street.
- 3.3 The proposal is for the development of part of a rear garden with a frontage onto Gladstone Road. SPD2 requires ordinarily a minimum 9.25m frontage for new detached houses or be of such frontage and form compatible with the existing form and character of the area. Policy DM2 requires the density for sites to be determined by its immediate context, on-site constraints, the type of development proposed and the need to provide an appropriate mix of dwellings to meet the community's needs. The site frontage would be 9m which, although marginally below the normal requirement, would be compatible with other dwellings in Gladstone Road, some of which have narrow frontages. The density, required by DM2, should be a minimum of 30dph unless exceptional circumstances can be satisfactorily demonstrated. The density (38dph) and character of the development is considered to be acceptable for the locality and would contribute towards the housing supply within the Hockley area.

Layout

- 3.4 The proposal is for an L shaped bungalow with a gable sided larger section to the rear and a front hipped roof projection. The front section would have a marginally lower ridge height. The front elevation would be orientated towards the south east with the two elevation corners set back 2.5m and 8m from the highway boundary. There would be an integral garage and a driveway curving around to join the highway.

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- 3.5 The proposed dwelling would have a private rear garden of 71m² and in excess of the minimum 50m² required for a two bed dwelling complying with guidance. The existing dwelling would retain a rear garden of 66m²
- 3.6 There would be a back to back separation between the existing and proposed dwelling of 14.8m. The Essex Design Guide states that every effort should be made to avoid overlooking of rear facing living room windows and that may be achieved by remoteness and/or design. The guide requires that new dwellings and existing properties ought not encroach any closer than 15m to an existing rear boundary and that a minimum back to back separation of 25m should be achieved. This is particularly for opposing housing where upper floor windows would overlook boundary screening. In this case the total separation would be 14.8m. However, as the proposal is for a bungalow, conditions bring within control upper floor extensions would in this case allow the bungalow to be approved.
- 3.7 There would be a 1m separation distance to the side boundaries between the habitable areas of the dwelling and site boundaries.

Scale and Design

- 3.8 The single storey dwelling would have a depth of 14.2m. The front elevation would have a width of 6.9m with the width increasing by 1.2m on the north eastern side at a point 6.3m from the front corner. The front projection would have a hipped roof with an eaves height of 2.32m and a ridge height of 5.1m. The rear part of the building would have the same eaves height, but a higher ridge, and at a right angle, with a height of 5.5m.
- 3.9 The front projection would feature a garage door and a 1.7m window opening. Both the side elevations would contain a door at approximately the midway point. There would also be a bathroom window in the south west facing elevation. The rear elevation would feature a 2.4m wide set of glazed doors and a 1.7m wide window.
- 3.10 Details of the precise materials can be controlled by planning condition. It is considered that the design of the dwellings is of a high standard and would be in accordance with development plan policy.
- 3.11 The dwelling has an integral garage and a side access to the rear garden where bins could be stored out of public view. Residents would be expected to move their bins to a point adjacent to the highway on bin collection day.
- 3.12 No substantial detail has been provided with regard to soft and hard landscaping, however the provision of landscaping can be controlled by planning condition.
- 3.13 Policy DM4 of the Development Management Document 2014 refers to the need for new dwellings to adhere to minimum habitable floor space standards and a house with two bedrooms to provide 77m². Habitable floor space

includes bedrooms, living rooms and kitchens but not hallways and bathrooms. The proposed dwelling would be somewhat less than the recently adopted figure with a habitable floor space of 62m². The preamble to policy DM4 also requires a floor to ceiling clearance of 2.5m and the proposed section drawings indicate only 2.4m is achieved. The Government has, however, proposed a national space standard as part of the Housing Standards Review (2013), which differs from the standard that Policy DM4 seeks to achieve in several respects. The two standards are calculated slightly differently with the national standard proposed to be calculated on gross internal area, including voids, stairs and all rooms, whereas the local policy standard incorporates only certain 'habitable rooms'. In some cases the proposed national space standard would be less generous than the local policy requirement. Government advice is, however, clear that, once in force, Local Authorities will not be allowed to require a more generous space standard than the national space standard. The proposed national space standard for a single storey two-bed dwelling would be 70m² and as the proposed dwelling would have a gross internal area of 77m² it would be compliant with this. It is therefore considered reasonable to relax the requirements of Policy DM4 in this instance.

- 3.14 The Lifetimes Homes Standard and Code Level 4 for Sustainable Homes would need to be provided for and met in accordance with policies H6 and ENV9 of the Core Strategy and this can be controlled by planning condition and an informative.
- 3.15 It is considered that the design and scale of the proposed dwelling would be acceptable for this locality.

Parking and Access

- 3.16 Parking Standards: Design and Good Practice Supplementary Planning Document adopted December 2010 requires that for dwellings with two or more bedrooms, two parking spaces should be provided off street for each dwelling and measure 2.9m x 5.5m. The dwelling would incorporate an integral garage which would measure 6m x 3m and thus below the minimum standard (7m x 3m) to be regarded as capable of providing a garage space. The driveway in front of the garage, which is shown on the site plan to have a curve, could be slightly straightened to provide a parking space meeting the adopted 5.5m x 2.9m standard.
- 3.17 Essex County Council, as the Local Highways Authority, has raised no objection to the development, subject to recommended conditions, which include the requirement to provide two parking spaces with dimensions in accordance with current standards.
- 3.18 The 7m garage depth required is ordinarily required to ensure cycle and other storage being possible in addition to the parking of a car. As the application includes an appropriately sized rear garden area, together with showing a

garden shed, there would therefore be suitable provision within the site for cycle and other storage.

Impact on Neighbouring Amenity

- 3.19 There have been objections from the occupants of five nearby dwellings. Residents have expressed concerns about the development setting a precedent for squeezing further dwellings into back garden plots, however, providing the requirements of local design policy are achieved, such further developments would not be unacceptable in principle. There have been concerns about the potential for first floor developments within the roof space, with the potential to adversely impact on neighbouring amenity, however this can be controlled by removing permitted development rights for roof alterations. The provision of a small single dwelling in this location should not impose significant additional demands on local utility provision or give rise to flooding of adjacent sites.

4 CONCLUSION

- 4.1 Whilst the proposed development would have an insufficient back to back separation with 28 Great Eastern Road and would be in close proximity to the dwellings either side of this property, the dwelling proposed would be a bungalow and would improve the relationship of development to the frontage of Gladstone Road by removing the appearance of rear garden boundaries and providing a bungalow well related to the character of the street.
- 4.2 The proposed bungalow windows would be screened by boundary fencing. Conditions removing permitted development rights for future roof alterations, including dormers, would avoid future loss of privacy with adjoining neighbours.

5 REPRESENTATIONS

- 5.1 ECC HIGHWAYS - No objection, subject to the following recommended conditions:-
1. Prior to occupation of the development the vehicular access shall be constructed at right angles to the existing carriageway. The width of the access at its junction with the highway shall not be less than 3 metres and shall be provided with an appropriate dropped kerb vehicular crossing of the footway and highway verge.
 2. Prior to occupation of the development a 1.5 metre x 1.5 metre pedestrian visibility splay, as measured from and along the highway boundary, shall be provided on both sides of the vehicular access. Such visibility splays shall be retained free of any obstruction in perpetuity. These visibility splays must not form part of the vehicular surface of the access.

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3. Prior to commencement of the development details showing the means to prevent the discharge of surface water from the development onto the highway shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety prior to the access becoming operational and shall be retained at all times.
 4. No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.
 5. Prior to commencement of the development, the areas within the curtilage of the site for the purpose of loading/unloading/reception and storage of building materials shall be identified clear of the highway, submitted and approved in writing by the Local Planning Authority.
 6. The provision of two on site parking spaces with dimensions in accordance with the current standards.
 7. Any garage provided, with its vehicular door(s) facing the highway, shall be sited a minimum of 6 metres from the highway boundary.
- 5.2 RDC ENGINEERS - Public foul and surface water sewers in close proximity of the site and so need to be located so as not to have any development within Anglian Water's restricted area close to the sewers.
- 5.3 RDC RECYCLING - Our recommendations are in line with the Development Management document. We would require adequate storage space for three wheeled bins, as well as a suitable location on the boundary of the property to present the bins on collection days. Travel distances for the waste operatives is a maximum of 25m. There is also a charge of £168 for the provision of the bins.
- 5.4 NEIGHBOURS - Objections from 12 Retreat Road, Numbers 22, 22a, 24, 24a Gladstone Road. Main points:-
- o Would set a precedent for similar developments on road
 - o Narrow road with traffic flow problems
 - o Pressure on local drainage
 - o Driveway/dropped kerb possible cause of flooding to rear
 - o Squeezed into plot
 - o Potential for future second storey unless restricted
 - o Pressure on utilities provision

6 RECOMMENDATION

6.1 It is proposed that the Committee **RESOLVES**

- (1) Time Limits Full - Standard
- (2) Materials to be Used (Externally)
- (3) Notwithstanding the provisions of Article 3, Schedule 2, Part 1, Class A of the Town and Country Planning (General Permitted Development) Order 1995 (including any Order revoking or re-enacting that Order, with or without modification) no extensions or additions shall be erected on any elevations of the dwelling hereby permitted.
- (4) Notwithstanding the provisions of Article 3, Schedule 2, Part 1, Class B and/or Class C, of the Town and Country Planning (General Permitted Development) Order 1995 (including any Order revoking or re-enacting that Order, with or without modification) no roof extensions, dormers, roof lights or other roof openings shall be inserted, or otherwise erected, within the roof area (including roof void) on the elevations of the dwelling hereby permitted.
- (5) Prior to occupation of the development the vehicular access shall be constructed at right angles to the existing carriageway. The width of the access at its junction with the highway shall not be less than 3 metres and shall be provided with an appropriate dropped kerb vehicular crossing of the footway and highway verge.
- (6) Prior to occupation of the development a 1.5 metre x 1.5 metre pedestrian visibility splay, as measured from and along the highway boundary, shall be provided on both sides of the vehicular access. Such visibility splays shall be retained free of any obstruction in perpetuity. These visibility splays must not form part of the vehicular surface of the access.
- (7) Prior to commencement of the development details showing the means to prevent the discharge of surface water from the development onto the highway shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety prior to the access becoming operational and shall be retained at all times.
- (8) No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.
- (9) Any garage provided, with its vehicular door(s) facing the highway, shall be sited a minimum of 6 metres from the highway boundary.

- (10) Prior to commencement of the development hereby approved, plans and details shall be submitted to and agreed in writing by the Local Planning Authority demonstrating assessment of the development against the Lifetime Homes Standard criteria. Once agreed, the development shall be built in accordance with these details.



Shaun Scrutton

Head of Planning and Transportation

Relevant Development Plan Policies and Proposals

H1, H5, H6, CP1, ENV8, ENV9, CLT5, CLT7, T1, T3, T8 of the Rochford District Council Core Strategy 2011

Supplementary Planning Document 2

Parking Standards Design and Good Practice December 2010

DM1, DM2, DM3, DM4 and DM30 of the Development Management Document

National Planning Policy Framework

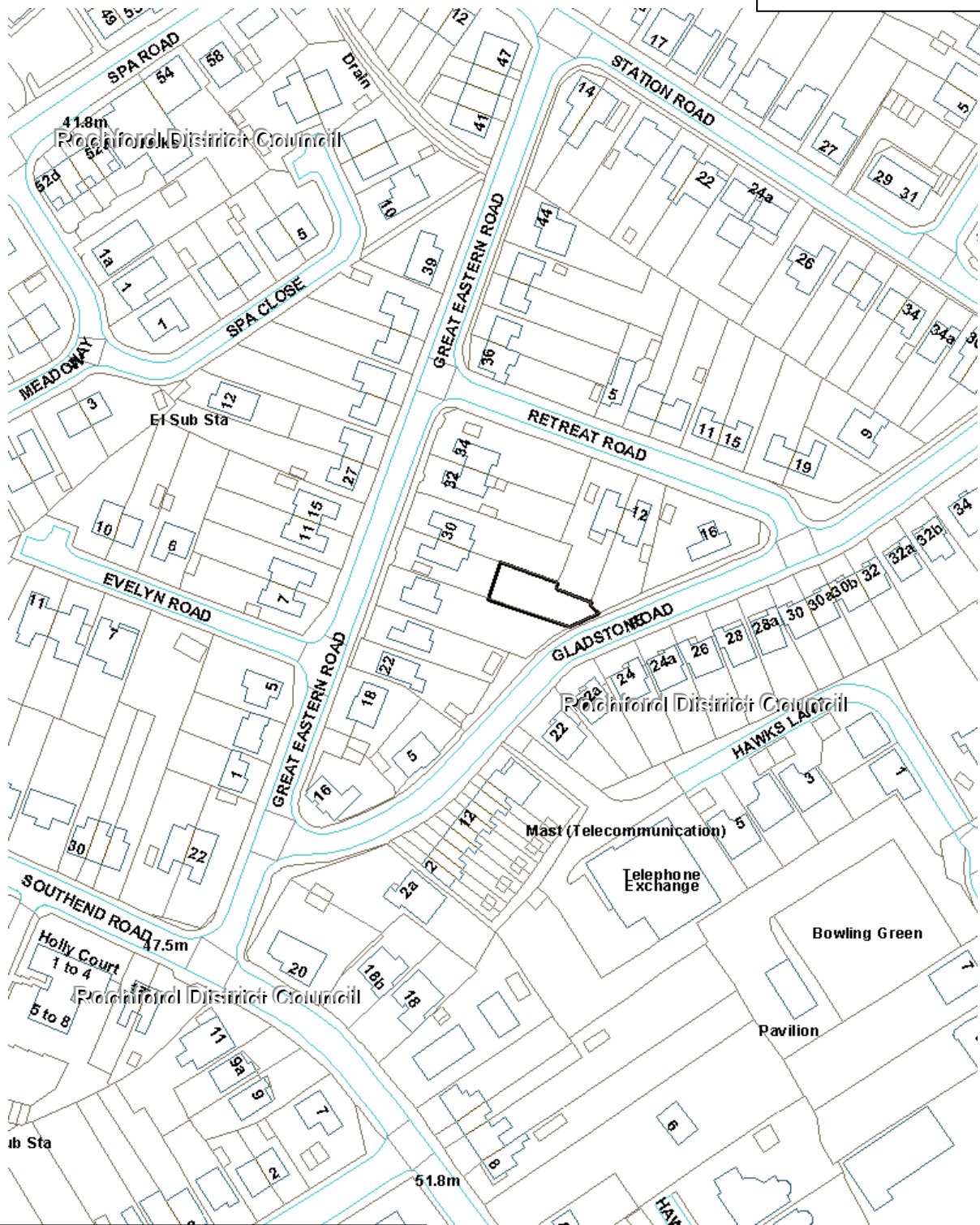
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