

13/00020/FULL**32 THORPE ROAD HAWKWELL****SUB-DIVIDE PLOT AND CONSTRUCT THREE-BEDROOMED BUNGALOW TO THE REAR OF THE SITE****APPLICANT: F WITHRINGTON AND SONS LTD****ZONING: RESIDENTIAL****PARISH: HAWKWELL PARISH COUNCIL****WARD: HAWKWELL WEST**

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

This application was included in Weekly List no. 1175 requiring notification of referrals to the Head of Planning and Transportation by 1.00 pm on Wednesday, 13 March 2013, with any applications being referred to this meeting of the Committee. The item was referred by Cllr J R F Mason.

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

1 NOTES

- 1.1 The proposal is to sub-divide the plot and construct a three-bedroomed bungalow to the rear of the site at 32 Thorpe Road, Hawkwell. The application site is an irregularly shaped area of land of approximately 0.01 hectares located on the edge of a built up residential area. To the north, east and west, the site is bordered by residential properties of varying styles whilst to the south the site borders a large area of vegetated land. This land to the south has been granted planning permission for a large scale residential development during a Committee meeting on 27 September 2012 (12/00381/FUL) and works are currently underway.
- 1.2 The proposal is for the sub-division of the plot and erection of a three-bedroomed bungalow to the rear with an integral garage and parking space. Access would be provided by using and extending an existing private access, which leads to Thorpe Road.

2 RELEVANT PLANNING HISTORY

- 2.1 04/00808/FUL – Convert Existing Bungalow to 4-Bed Chalet. Raise Ridge Height with Front and Rear Dormers. Side Extension and First Floor Windows to Both Sides.
- 2.2 10/00450/FULL - Construct Front And Side Extensions Including Integral Garage Together With Provision Of New Roof To Provide First Floor Accommodation.
- 2.3 11/00635/FUL - Proposed Front Bay Windows and Single Storey Side Extension.
- 2.4 12/00341/FUL - Demolish Existing Dwelling and Garage and Construct 1 No. Detached Four-Bedroomed House, 1 No. Detached Three-Bedroomed Bungalow And A Detached Double Garage. Create New Vehicular Access off 'Thorpe Road'. REFUSED.
- 2.5 12/00564/FUL - Demolish Existing Dwelling and Garage and Construct 1 No. Detached Four-Bedroomed House, 1 No. Detached Three-Bedroomed Bungalow With Detached Cart Lodge Style Covered Parking. Create New Vehicular Access off 'Thorpe Road'. APPROVED.

3 CONSULTATIONS AND REPRESENTATIONS

- 3.1 **Hawkwell Parish Council** – No objection.
- 3.2 **RDC Environmental Services** - No adverse comments in respect of this application, subject to the standard informatives SI16 (Control of Nuisances) and SI25 (Contaminated Land) being attached to any consent granted.
- 3.3 **RDC Arboricultural Consultant**
 - No specific tree survey has been produced for the application.
 - It is noted that the mature willow has been recently felled and there is only one tree on the rear boundary. However, there are four trees on the northern boundary that have the potential to be transplanted to the western boundary, although they will require protective fencing around 1.5m from their main stems throughout construction.
- 3.4 **ECC Highways** - No objection, subject to the following conditions:-

1. Prior to commencement 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.
 2. 2 vehicular hardstandings having minimum dimensions of 2.9 metres x 5.5 metres for each vehicle shall be provided, 2 for the new property and 2 for the existing property.
 3. Prior to commencement/occupation of the development the vehicular access shall be constructed at right angles to the highway boundary and to the existing carriageway. The width of the access at its junction with the highway shall not be less than 3m and shall be provided with an appropriate dropped kerb vehicular crossing of the footway/highway verge.
 4. Prior to occupation of the development a vehicular turning facility, of a design to be approved in writing by the Local Planning Authority, shall be constructed, surfaced and maintained free from obstruction within the site at all times for that sole purpose.
 5. No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.
 6. Prior to the commencement of works on site the applicant shall indicate in writing to the Local Planning Authority an area within the curtilage of the site for the reception and storage of building materials clear of the highway.
 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. Prior to occupation of the proposed development, the developer shall be responsible for the provision and implementation of a travel information and marketing scheme for sustainable transport, approved by Essex County Council.
- 3.5 **London Southend Airport** – No safeguarding objections.
- 3.6 **Neighbours** - 1 response received (24 Thorpe Road), which can be summarised as follows:-
- o No objection to construction of a bungalow.

- Construction adjoins rear garden. Concerned that in the future, owner may wish to extend upwards; this would cause overlooking and would seriously intrude into privacy.

4 MATERIAL PLANNING CONSIDERATIONS

- 4.1 The site is designated as residential land on the adopted Local Plan and as such the principle of residential development is accepted. The site is not subject to any other planning policy designations but directly borders land to the south, which is currently designated Green Belt, but has been granted planning permission for a large scale residential development; the Green Belt designation will formally change when the Council's Allocations Development Plan Document is adopted.

Layout and Residential Amenity

- 4.2 The principle of a bungalow in the position of the current proposal has already been accepted within the approved application reference 12/00564/FUL. The current application proposes a bungalow of different external design, but in the same position as that already approved, with the addition of a car port. The key difference in terms of layout between the approved scheme and that currently under consideration is that the access to the bungalow would now be to the north of No. 32, between Nos. 30 and No. 32, rather than to the south.
- 4.3 The new access arrangements would use an existing driveway leading to a now demolished garage. It is not considered that slight extension of this driveway and use by one other property would generate any greater degree of disturbance to the occupiers of No. 30 than the existing arrangements.
- 4.4 As the proposed bungalow is located in the same position as previously approved, it is not considered that the proposed bungalow would be detrimental to the occupiers of neighbouring properties. The fenestration arrangements would not differ significantly to that already approved and the design of the bungalow, with hipped roofing, would still ensure that a detrimental effect on neighbouring properties would not result. The height of the bungalow is actually reduced from that approved from 6.15m to 5.4m, thereby having a lesser impact on neighbouring properties. As per the approved application, a planning condition removing the ability to further alter the roof area should be attached to an approval. This should address the concerns raised by a neighbouring property with regard to future work to this property.
- 4.5 Saved Policy HP6 of the Local Plan, as well as Policy CP1 of the Core Strategy and the National Planning Policy Framework (NPPF), require new housing to be of a high standard of layout and design. The 1m separation criteria would be adhered to, apart from at one point between the corner of the bay window and the corner of the boundary where a 0.8m measurement is

provided. However, as all main elevations provide such a separation, this is considered to be acceptable. The addition of a car port is not considered to be objectionable and the overall design is considered to accord with policy CP1.

- 4.6 The proposal to intensify development within the site by utilising a rear garden to accommodate an additional dwelling must be assessed against design criteria contained within Supplementary Planning Document 2, which relates to backland development. The layout proposed would result in a near tandem relationship between the new bungalow and the remaining dwelling at No. 32 with the proposed bungalow facing the rear of the existing bungalow, although at an angle. It would have a distance of 12m between the car port and the rear elevation of No. 32. As the properties are both bungalows, where visibility of each others' windows and private amenity areas would be limited, such a relationship is considered to be acceptable here.
- 4.7 Both the proposed bungalow and existing bungalow would retain garden areas in excess of 100 square metres, which would meet the policy requirement.

Scale and Form

- 4.8 The modest scale of the proposed bungalow is considered acceptable in this backland position. The bungalow would have an approximately square footprint with a pitched tiled roof with hipped roofed ends. Overall the form of the dwelling is considered acceptable, although this dwelling would not be readily visible to the street scene and would therefore have little impact on the character and appearance of the area.

Highways

- 4.9 In order to comply with the Parking Standards: Design and Good Practice Supplementary Planning Document adopted December 2010 the proposal requires a minimum of 2 vehicle spaces. The proposal includes 2 parking spaces for the new bungalow, one within the car port and one on the driveway. Information is provided with regard to parking spaces that would be retained for the existing bungalow. This is an important consideration as the proposed scheme would remove the driveway to the existing bungalow, which previously provided access to a detached garage, to form the driveway access to the new bungalow. However, there are two hard surfaced areas to the front of the existing bungalow that have the potential to provide two spaces, but one does not currently have a dropped kerb access.
- 4.10 The proposed driveway space for the new bungalow would measure 5.5m x 2.9m in accordance with the Parking Standards criteria. The car port space would measure 5m x 2.9m with a 2.6m wide entrance. The Parking Standards document requires garage spaces to measure 7m x 3m to allow for a parking space and some storage, which is not adhered to within the current proposal. However, a car port such as that proposed is unlikely to be used for storage

as would be the case for an enclosed garage. In addition, the garden areas for the proposed and existing dwellings are of a reasonable size that would enable space for storage sheds to be constructed, further reducing the need for occupants to use the car port for storage. For this reasoning, it is not considered necessary to strictly require a 7m x 3m sizing for the proposed car port and the size of this space is considered to be acceptable. There is space for a further vehicle to park in front of the other vehicles on the driveway, if required.

- 4.11 The existing dwelling has an area of hard standing to the north along the boundary with the proposed access to the new bungalow. This area, including the 3m width of the private driveway, has a width of 5.95m to the pillar of the bungalow. Although there is some vegetation which reduces this width slightly at the entrance, along the majority of the length a 2.95m width could be provided. The length of the frontage is 12.2m, which would enable two vehicles to park behind each other within a 5.5m length in accordance with the Parking Standards document. Although there is a hard standing area to the south, this does not benefit from a dropped kerb and could not be considered a usable space. However, the two spaces to the north would provide the two parking spaces required with the separate driveway access to the new bungalow in place.
- 4.12 The positioning of the access, using the existing driveway entrance, is considered to be acceptable and ECC Highways considers a 3m width for the driveway to be acceptable. ECC Highways suggests planning conditions be attached to an approval, some of which should be included.

Trees and Ecology

- 4.13 The site is currently in residential use and the rear garden contains a significant extent of timber decking and a number of out buildings. The undeveloped land within the site consists of mown lawn and consequently the site is considered unlikely to contain any protected species. The existing property is not of a design or in a location considered likely to give rise to the presence of bats at the site.
- 4.14 There are four trees on the northern boundary that have the potential to be transplanted. If permission were granted a condition would be recommended to require details of tree protection during demolition and construction to be agreed and implemented and for specific details of the soft landscaping, including proposed tree planting/transplanting to be submitted, agreed and implemented. Upon visiting the site it became apparent that contrary to the intentions stated within the design and access statement, the willow to the south west corner has been cut down and there is only one tree remaining on the western boundary, though no trees along this boundary were subject to Tree Preservation Orders. Any soft landscaping proposal should ensure that new tree planting takes place to counteract this removal.

Other Matters

- 4.15 Relevant planning conditions used for application reference 12/00564/FUL will be attached to the current application. A planning condition relating to details for a vehicular turning facility has been suggested by ECC Highways department. However, it appears that it would be possible for vehicles to manoeuvre within this area and, for this reasoning, it is considered unreasonable to require a vehicle turning facility at this site by planning condition. Informatives suggested by RDC Environmental Services can be included.
- 4.16 The site is not in an area at risk of flooding and there is therefore no concern relating to the proposed development and flood risk.

5 RECOMMENDATION

- 5.1 It is proposed that the Committee **RESOLVES**

That the application be approved, subject to the following conditions:-

- 1 SC4B Time Limits Full - Standard
- 2 SC14 Materials to be Used (Externally)
- 3 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 alterations, including but not limited to dormers, hip to gable enlargements, roof lights or any other form of opening shall be inserted, or otherwise erected, within the roof area (including roof void) of the bungalow hereby permitted.
- 4 No development shall commence before plans and particulars showing precise details of the hard and soft landscaping, which shall form part of the development hereby permitted, have been agreed in writing by the Local Planning Authority. Any scheme of landscaping details as may be agreed in writing by the Local Planning Authority, which shall show the retention of existing trees, shrubs and hedgerows on the site and include details of:-
 - schedules of species, size, density and spacing of all trees, shrubs and hedgerows to be planted;
 - existing trees to be retained/relocated;
 - areas to be grass seeded or turfed, including cultivation and other operations associated with plant and grass establishment;
 - paved or otherwise hard surfaced areas;

- means of enclosure and other boundary treatments

shall be implemented in its entirety during the first planting season (October to March inclusive) following commencement of the development, or in any other such phased arrangement as may be agreed in writing by the Local Planning Authority. Any tree, shrub or hedge plant (including replacement plants) removed, uprooted, destroyed, or be caused to die, or become seriously damaged or defective, within five years of planting or relocation, shall be replaced by the developer(s) or their successors in title, with species of the same type, size and in the same location as those removed, in the first available planting season following removal.

- 5 No development shall commence until tree protection fencing has been constructed 1m outside the crown spreads of the four trees on the northern boundary. The fencing will be in accordance with Figure 3 of BS5837:2012 Trees in relation to design, demolition and construction using Heras type fencing with rubber/concrete feet, joined using a minimum of two anti-tamper couplers in addition to stabiliser struts secured using ground pins or mounted on a block tray.
- 6 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 agreed in writing by the Local Planning Authority. This shall include a proposal for the use of permeable paving within the site or a method by which surface water is directed to a porous area within the site. The approved scheme shall be carried out in its entirety prior to the driveway becoming operational and shall be retained at all times.
- 7 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.
- 8 Notwithstanding the provisions of Article 3, Schedule 2, Part 1, Class E 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 doors or other means of enclosing the car port shall be installed to the front elevation of the car port.
- 9 On the northern and southern boundaries to the private drive, there shall be no fence or wall erected or vegetation planted greater than 600mm in height within a 1.5m distance of the footpath.
- 10 Prior to occupation of the development the vehicular access shall be constructed at right angles to the highway boundary and to the existing

carriageway. The width of the access at its junction with the highway shall not be less than 3m and shall be provided with an appropriate dropped kerb vehicular crossing of the footway/highway verge.

REASON FOR DECISION AND STATEMENT

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against the adopted Development Plan and all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework. 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.



Shaun Scrutton

Head of Planning and Transportation

Relevant Development Plan Policies and Proposals

HP6, HP10 and UT2 of the Rochford District Replacement Local Plan 2006

Supplementary Planning Document 2: Housing Design

H1, H6, ENV9, T8 and CP1 of the Rochford District Core Strategy 2011

National Planning Policy Framework (NPPF)

Parking Standards Design and Good Practice Supplementary Planning Document (Adopted December 2010)

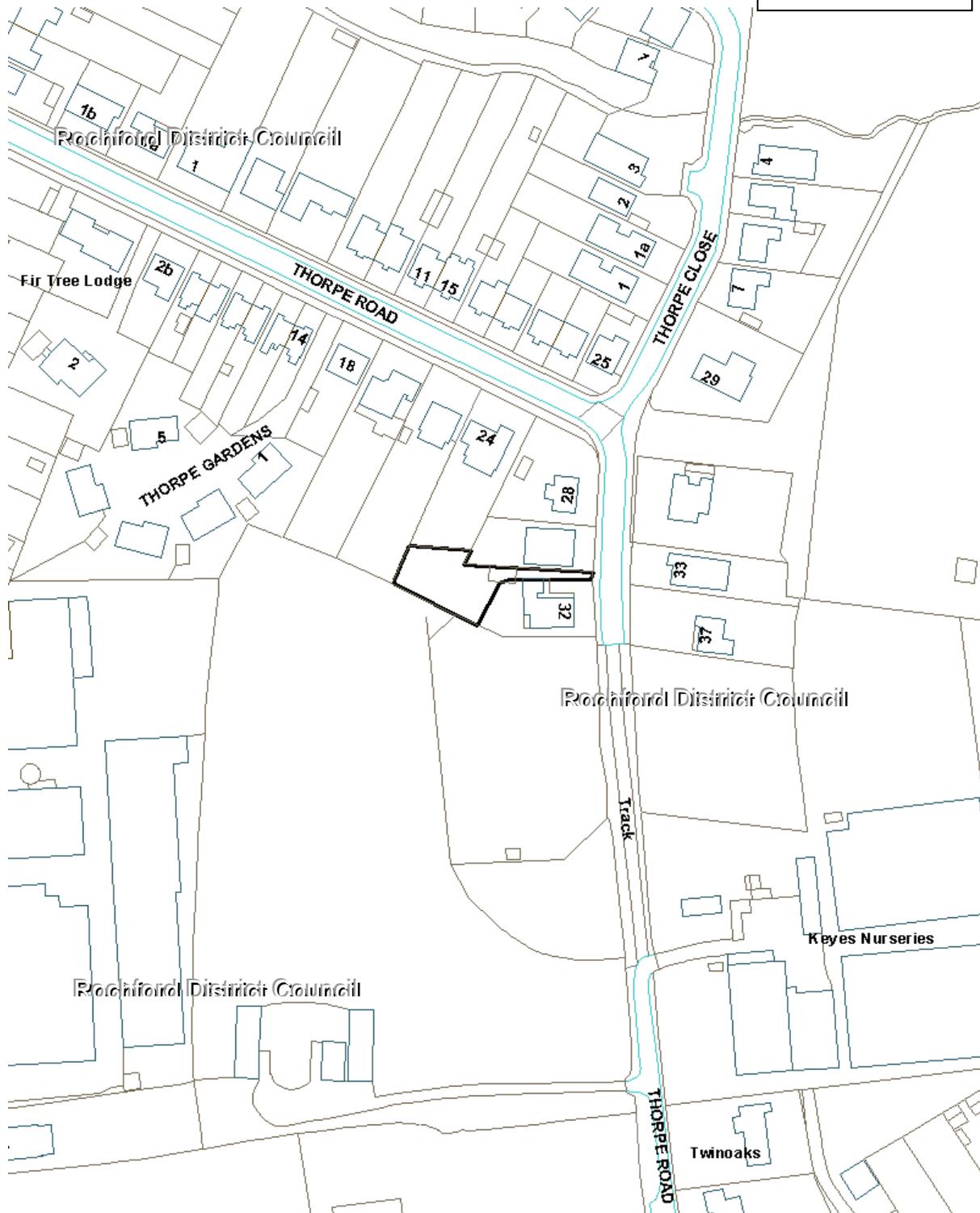
For further information please contact Claire Robinson on:-

Phone: 01702 318096

Email: Claire.robinson@rochford.gov.uk

If you would like this report in large print, Braille or another language please contact 01702 318111.

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