

14/00075/FUL

52 GREENSWARD LANE, HOCKLEY

**DEMOLISH EXISTING BUILDING AND CONSTRUCT
DETACHED FIVE-BEDROOMED HOUSE WITH ROOMS IN
THE ROOF SPACE FEATURING DORMER WINDOWS AND
WITH INTEGRAL GARAGE AND REAR CONSERVATORY.
RE-SUBMISSION OF PREVIOUSLY APPROVED AND
EXPIRED APPLICATIONS (07/01001/FUL AND
10/00226/TIME)**

APPLICANT: **MR MARK HALE**
ZONING: **RESIDENTIAL**
PARISH: **HOCKLEY**
WARD: **HOCKLEY CENTRAL**

1 PLANNING APPLICATION DETAILS

- 1.1 This application is to be heard at Committee as the applicant is related to Councillor Mrs A V Hale.
- 1.2 The application is identical to the unimplemented planning consents 07/01001/FUL and 10/00226/TIME, which have now expired.

2 THE PROPOSAL

- 2.1 The proposal is to demolish the existing building and construct a detached five-bedroomed house with integral garage.

3 RELEVANT PLANNING HISTORY

- 3.1 07/01001/FUL Demolish Existing Dwelling And Construct Detached Five Bedroomed House With Rooms In The Roof Space Featuring Dormer Windows And With Integral Garage And Rear Conservatory. Approved 28 December 2007.
- 3.2 10/00226/TIME Application To Extend Time Limit For Implementation Of Previously Approved Application 07/01001/FUL, Approved On 28/12/2007. Approved 23 June 2010.

4 CONSULTATIONS AND REPRESENTATIONS

Hockley Parish Council

- 4.1 No objection.

ECC HIGHWAYS

- 4.2 Although the dimensions of the proposed garage do not meet the recommended dimensions, as contained in the Parking Standards Design and Good Practice Supplementary Planning Document dated September 2009, there is still space for two vehicles to park within the site, therefore Essex County Council as the Highway Authority does not wish to raise any objection to the proposals, subject to the following conditions being attached:-

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. No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.
3. 2 vehicular hardstandings having minimum dimensions of 2.9 metres x 5.5 metres for each vehicle shall be provided.
4. 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 greater than 6 metres and shall be provided with an appropriate dropped kerb vehicular crossing of the footway.
5. The existing vehicular crossing shall be suitably and permanently closed to the satisfaction of the Local Planning Authority, incorporating the reinstatement to full height of the highway footway kerbing, to the satisfaction of the Highway Authority immediately the proposed new access is brought into use.
6. The garage shall be sited a minimum distance of 6m from the highway boundary.
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 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.
9. Prior to occupation of the proposed development, the developer shall be responsible for the provision and implementation of a Residential Travel Information Pack for sustainable transport, approved by Essex County Council, (to include six one day travel vouchers for use with the relevant local public transport operators).

5 MATERIAL PLANNING CONSIDERATIONS

Principle of Residential Use

- 5.1 The site is located within a residential area and the proposal would be consistent with Core Strategy policy H1, which prioritises the use of previously developed land for residential purposes.
- 5.2 The two planning consents for the same proposal have established that the proposed development would be acceptable.

Street Scene and Design

- 5.3 Core Strategy Policy CP1 requires the Council to promote good, high quality design that has regard to local flavour through the use of the adopted Supplementary Planning Documents.
- 5.4 The existing dwelling is a detached bungalow, constructed of cream render and brown roof tiles. The property is situated on the busy Greensward Lane, virtually opposite the junction to Graham Close. The application site is within close proximity to Broad Parade, a collection of shops and a service station. Neighbouring property No. 54 is a semi-detached house and No. 50 is a detached bungalow. The street scene is fairly eclectic with a mixture of designs and forms of dwellings within the immediate vicinity. Opposite the application site most of the properties are large detached houses.
- 5.5 This dwelling is proposed to be two and a half storeys, incorporating rooms in the roof space. The dwelling will be 8.5m in height and 9.9m in width. The new dwelling fits comfortably into the site with a two storey elevation to the street. The third storey dormer windows are on the rear elevation. It achieves sufficient side isolation spaces between the dwelling and the side boundaries. Although the overall footprint of the dwelling is larger than the existing, it is not considered excessive for this particular site and location.
- 5.6 It is considered that the proposal should not give rise to a form of development that would be materially intrusive or harmful to the character of the site and surrounding area. Council guidance states that the design of any development should be harmonious to the surrounding street scene. It is considered that the proposed development is of a scale, form and design,

which respects the surrounding area and would not detrimentally or unreasonably affect the street scene such as to justify refusing the application.

Impact on Neighbouring Properties

- 5.7 The proposed dwelling would achieve a side isolation space of 1.7m to the boundary with No. 50 and 1.2m to No. 54 at the front corner of the proposed dwelling, reducing to 0.8m by the chimney stack at the rear. This is considered to provide a suitable quantity of spaciousness about the dwelling. Furthermore, the chalet style appearance reduces the visual impact of the two storey house on the bungalow at No. 50.
- 5.8 Due to the siting of the proposed dwellings it is necessary to assess if any excessive overshadowing could occur to the rear windows of neighbouring dwellings. SPD 2 states that a 45 degree angle should be taken across the application site when a two storey extension is proposed to an existing dwelling. Whilst not directly applicable in the case of new build dwellings, this 45 degree angle is useful in making an assessment of any overshadowing. A line was taken from the nearest ground floor window of the rear extension at No. 54 and the bungalow at No. 50 across the application site and these were not breached; therefore it is considered that excessive overshadowing is not likely to occur.
- 5.9 It is considered that the proposed development would not be harmful to the residential amenity of the occupiers of the adjacent nearby residential properties. There is good separation and screening between both immediate neighbours such as to offset any unreasonable overlooking or loss of privacy. There are also no side isolation windows that are considered to pose an unreasonable overlooking issue to either neighbour. It may, however, be appropriate for some of these side windows to be obscure glazed.

Highways

- 5.10 There would be parking provision for two vehicles on the site and additional garage parking would be introduced, however the size of the proposed garage does not meet the required dimensions to be regarded as providing a parking space. It is considered that the parking allocations are suitable for this dwelling in this location.
- 5.11 The County Highways Authority has no objection to the development, subject to recommended conditions.

Amenity Areas

- 5.12 The Council's design guidance requires 100m² of amenity space. The dwelling has a good-sized rear garden, which provides 297.05m² of amenity space. This is considered adequate for the size of the resultant dwelling.

Other Considerations

- 5.13 The Lifetime Homes Standard, Code Level 3 for Sustainable Homes and on site renewable energy would need to be provided for and met in accordance with policies H6, ENV8 and ENV9 of the Core Strategy and this can be controlled by planning condition.

6 CONCLUSION

- 6.1 The proposed development is considered to be a suitable residential development for this site, as evidenced by the two previous consents.

7 RECOMMENDATION

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

That the development be approved, subject to the following recommended conditions:-

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
- 2 No development shall commence before details of all external facing (including windows and doors) and roofing materials to be used in the development have been submitted to and approved in writing by the Local Planning Authority. Such materials as may be agreed in writing by the Local Planning Authority shall be those used in the development hereby permitted.
- 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) the window(s) marked OBS on the approved drawing(s) no. 02 and 03 as received on 31 January 2014, shall be glazed in obscure glass and shall be of a design not capable of being opened below a height of 1.7m above finished floor level. Thereafter, the said windows shall be retained and maintained in the approved form.
- 4 No development shall commence before the existing dwelling on the site has been demolished and all materials resulting therefrom have been completely removed from the site.
- 5 Prior to the commencement of the construction of the residential housing hereby approved the applicants shall submit details to the Local Planning Authority to demonstrate the extent of how the dwellings hereby approved comply with the Lifetime Homes Standard and implementation of the approved scheme, which must be approved in writing by the Local Planning Authority.

- 6 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
- 7 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 greater than 6 metres and shall be provided with an appropriate dropped kerb vehicular crossing of the footway.
- 8 Prior to the beneficial use of the development commencing the driveway shall be constructed and completed in bound materials as approved by the Local Planning Authority.
- 9 The existing vehicular crossing shall be suitably and permanently closed to the satisfaction of the Local Planning Authority, incorporating the reinstatement to full height of the highway footway kerbing, to the satisfaction of the Highway Authority, immediately the proposed new access is brought into use.



Shaun Scrutton

Head of Planning and Transportation

Relevant Development Plan Policies and Proposals

Policies H1, H5, H6, CP1, ENV8, ENV9, RTC6, T1, T3 and T8 of the Core Strategy 2011

Policies HP6 of the Local Plan 2006

Supplementary Planning Document 2

Parking Standards: Design and Good Practice Supplementary Planning Document
adopted December 2010

National Planning Policy Framework

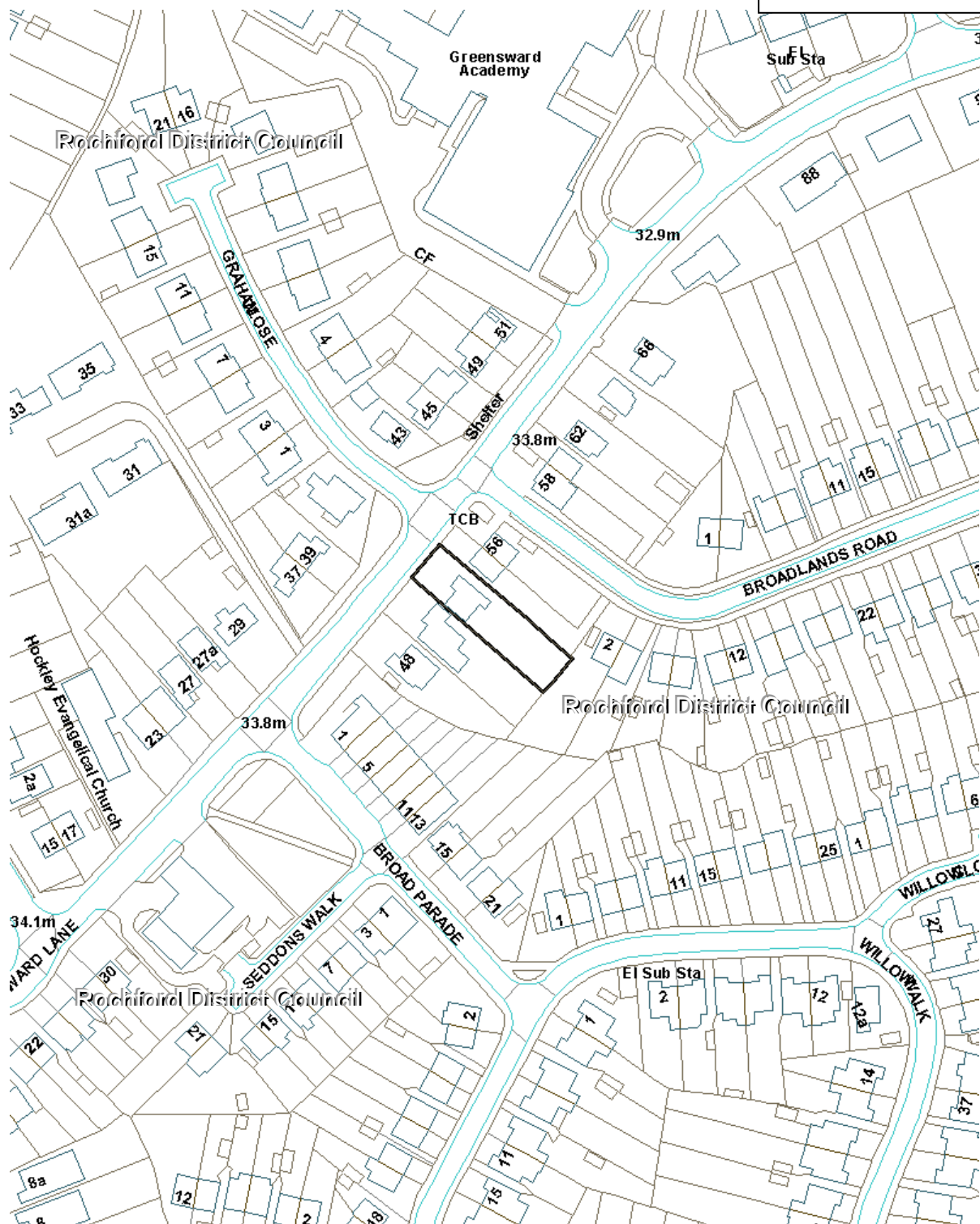
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