

**12/00341/FUL****DEMOLISH EXISTING DWELLING AND GARAGE AND CONSTRUCT 1 DETACHED FOUR-BED HOUSE, 1 DETACHED THREE-BED BUNGALOW AND A DETACHED DOUBLE GARAGE. CREATE NEW VEHICULAR ACCESS AT 32 THORPE ROAD, HAWKWELL.**

APPLICANT: MR AND MRS YOUNG

ZONING: RESIDENTIAL

PARISH: HAWKWELL

WARD: HAWKWELL WEST

**1 PLANNING APPLICATION DETAILS**

- 1.1 The proposal is to demolish the existing detached bungalow and sub-divide the site to create two plots.
- 1.2 A detached four-bed house would be constructed to the front of the site in approximately the same position as the existing bungalow, fronting Thorpe Road and a detached three-bed bungalow would be constructed to the rear of the site accessed via a new vehicular access to be positioned alongside the southern boundary of the site.
- 1.3 A detached double garage would be constructed between the two proposed dwellings to provide one parking space for each dwelling. Each dwelling would be provided with one further parking space each to the front of the proposed garage.

**2 THE SITE**

- 2.1 The application site is an irregularly shaped area of land of approximately 0.09 hectares (0.22 acres) with a frontage onto Thorpe Road, located on the edge of a built up residential area.
- 2.2 To the north, east and west, the site is bordered by residential properties of varying style whilst to the south the site borders a large area of vegetated land. This land to the south was the subject of a refused planning application for large scale residential development in 2011 (11/00259/FUL) and is currently the subject of a further pending planning application, again for large scale residential development (12/00381/FUL).

### **3 RELEVANT PLANNING HISTORY**

- 3.1 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.
- 3.2 10/00450/FUL- Construct Front And Side Extensions Including Integral Garage Together With Provision Of New Roof To Provide First Floor Accommodation.
- 3.3 11/00635/FUL - Proposed Front Bay Windows and Single Storey Side Extension.

### **4 CONSULTATIONS AND REPRESENTATIONS**

#### **4.1 Hawkwell Parish Council**

No objection, but concern over the proposed tandem development on the site.

#### **4.2 Highways (ECC)**

- o 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. All single garages should have a minimum internal measurement of 7m x 3m.
  - 3. 2 vehicular hardstandings having minimum dimensions of 2.9 metres x 5.5 metres for each vehicle shall be provided (1 for each property), together with an appropriate dropped kerb vehicular crossing off the footway.
  - 4. 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.
  - 5. 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.

6. No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.
7. 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 parking of operatives' vehicles and the reception and storage of building materials clear of the highway.
8. 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.

#### 4.3 RDC (Woodlands)

- 4.3.1 Require a landscape plan for screening and softening of the street scene.

#### 4.4 RDC (Environmental Protection)

- 4.4.1 No adverse comments, subject to the Standard Informative SI16 (Control of Nuisances) being attached to any consent granted.

#### 4.5 Neighbours

- 4.5.1 2 letters of objection received from occupants in Thorpe Road.

##### 4.5.2 Summary of the comments received:-

- No. 30 has a very small garden at approximately 25 feet in depth and currently enjoys views of the surrounding trees and the privacy of not being overlooked. The proposed bay window to the rear at first floor would cause overlooking and as a result of the proposal the existing views of trees would be lost and the view from the garden of No. 30 would be of the roofs of the proposed bungalow and double garage.
- The proposal would cause loss of light and overshadowing to the garden of No. 30 not only in summer but also in winter when the sun is much lower in the sky.
- The demolition required would give rise to dust, fumes, noise and pollution harmful to the occupants of No. 30, one of which suffers from asthma.
- Two properties on such a small site, one being a four-bed family home, could feasibly produce six or more additional vehicles; inadequate provision has been made for vehicle parking, which would encourage on street parking on the road outside the site, which is quite narrow. Kerb parking would not only be a danger but would make it very awkward for access to be gained to No. 37 Thorpe Road; the full width of the road is needed when

reversing out of the driveway of No. 37.

- The 4-bed property is not in keeping with the nearby existing dwellings, which at present consist in the main of single storey bungalows and chalet type properties.
- The plans show a very flat fronted vertical construction, which being built so close to the road, would make it far too imposing for the site.
- With the large scale housing development planned close by, surely there is no need to increase the density of housing further.
- The current property opposite is a bungalow on a slightly larger than average plot so is in no way suitable for two dwellings.
- There will be no concern for the aesthetic impact and overall effect on the character of the nearby vicinity, given that the property is up for sale and not being developed by the current occupier.

## **5 MATERIAL PLANNING CONSIDERATIONS**

- 5.1 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 designated Green Belt.

### LAYOUT AND RESIDENTIAL AMENITY

- 5.2 Saved Policy HP6 of the Local Plan, as well as Policy CP1 of the Core Strategy and the National Planning Policy Framework (NPPF), requires new housing to be of a high standard of layout and design.
- 5.3 The proposal would involve the construction of a 4-bed house in approximately the same position as the existing bungalow on the site, fronting Thorpe Road. The new house would be positioned closer to the neighbouring property to the north although the policy minimum separation to the boundary of 1 metre would be achieved. Although some dwellings in the immediate surrounding area exhibit a greater degree of separation, several also exhibit this minimum.
- 5.4 Part of the new 4-bed house would extend slightly further forward of the neighbouring dwelling compared to the existing bungalow, although the new dwelling would not extend as far back. It is considered that the position of the new house would not result in excessive overshadowing of the main habitable rooms or the garden of the neighbouring property to the north.
- 5.5 As the new dwelling to the front of the site would be a two-storey house with windows at first floor, the potential for overlooking of neighbouring sites would be increased compared to the existing situation as there is no potential for

overlooking from the existing bungalow. The bay windows to the rear elevation at first floor would give rise to increased potential for overlooking of the neighbouring garden. The larger windows in the bay would directly face the rear garden of the host property and would not give rise to potential for overlooking to the neighbouring site, which would be unreasonable; the relationship between the new house and the neighbouring property to the north would not be unusual in a residential area. The bay would, however, also incorporate a side facing window pane, which would give rise to a potential for overlooking directly across the rear garden and particularly the area of rear garden to No. 30 directly to the rear of the dwelling. If planning permission were to be granted, it would be considered necessary to require this side facing pane to be obscure glazed to prevent an unreasonable degree of overlooking to this neighbouring property. The same would be true of the side facing bay window panes facing No. 30 to the front of the proposed house.

- 5.6 The proposed windows at first floor to the side elevation of the proposed house would serve en-suites and would be subject to a planning condition to require them to be obscure glazed such that no potential for overlooking of the neighbouring property to the north would result.
- 5.7 The new house would not give rise to a level of overlooking to other surrounding neighbouring properties or gardens, which would have a detrimental impact on the level of amenity that ought to be reasonably expected.
- 5.8 The proposed bungalow to the rear of the site would not give rise to any potential for increased overlooking to neighbouring sites. The bungalow would have a maximum ridge height of 6.15 metres and would be sited approximately 1 metre from the northern site boundary, which forms a border with the rear gardens of two neighbouring properties. The rear garden of the neighbouring property, 24 Thorpe Road, has a depth of some 23 metres. The relationship between this neighbouring property and the proposed bungalow, given the distance between them and the scale of the bungalow proposed, would be acceptable; the bungalow would not be overbearing or result in unreasonable overshadowing to this neighbouring site.
- 5.9 The proposed bungalow would be closer to the neighbouring property at No. 30 Thorpe Road, positioned about 1 metre from the rear boundary and some 15 metres from the rear elevation of the property. However, at the relatively modest scale of the bungalow proposed, it is considered that the relationship that would result between No. 30 and its garden and the proposed bungalow would not be unreasonable. The garden of No. 30 would remain relatively open in aspect to the south and north and would not be excessively overshadowed by the proposed development; the hipped design to the roof would reduce the extent of overshadowing and should planning permission be granted a condition is recommended to remove permitted development rights for any roof alterations to the bungalow to avoid any increase in bulk.

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- 5.10 The proposed garage would be sited on the boundary with No. 30 Thorpe Road part way down the rear garden and would give rise to some overshadowing of the adjoining neighbouring garden. Although the proposed garage would replace an existing garage in approximately the same position, the existing garage is flat roofed whereas the proposed garage would have a pitched roof at a greater height, of some 4.2 metres to ridge. A lower garage roof height would benefit the proposal in terms of reducing prominence and impact on No. 30 although it appears that this height has arisen as a result of the need to span a 6.29 metre depth of the garage. Given that the roof would be hipped on all sides and the garage would run alongside only part of the boundary, the scale of this part of the proposal is not considered objectionable such as to warrant refusal on this ground.
- 5.11 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.
- 5.12 The layout proposed would result in a near tandem relationship between the two proposed dwellings with the proposed bungalow facing the rear of the proposed house, although at an angle. As the dwelling to the rear of the site would be a bungalow it is only this property that would be overlooked by the proposed two storey house to the front of the site.
- 5.13 The windows to the front of the bungalow, which would be subject to potential overlooking from the first floor windows in the rear elevation of the proposed house, would each serve bedrooms rather than main habitable rooms, including the lounge, which would be located to the rear. The rear garden area closest to the rear elevation of the bungalow would also remain private and not subject to direct overlooking from the proposed house. Given these considerations it is considered that the relationship between the two proposed dwellings on the site would be acceptable.
- 5.14 Access to the proposed bungalow to the rear of the site would be via a new vehicular access positioned to the southern site boundary, which would serve both new dwellings. This access would be of sufficient width.
- 5.15 The proposed access would be further away from the neighbouring dwelling to the north than the existing access to the site. Although the new access would serve two dwellings the parked vehicles closest to the boundary would be contained within a garage. It is considered that the access would therefore give rise to concern relating to impact on the amenity of the neighbouring property by way of noise or fumes.
- 5.16 Each of the two proposed dwellings would have a rear garden area measuring over 100 square metres, which would meet the policy requirement.

## SCALE AND FORM

- 5.17 As previously discussed, the modest scale of the proposed bungalow to the rear of the site is considered acceptable in the proposed backland position. The bungalow would have an approximately square footprint with a pitched tiled roof with hipped roof ends. The materials proposed for use in the external finish are brickwork and render. 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.
- 5.18 The proposed four-bed house to the front of the site would be significantly greater in scale than the bungalow that it would replace. The maximum ridge height would be some 9.3 metres, which would match the maximum ridge height of the neighbouring property to the north. However, the proposed house would appear bulkier in the street than this neighbour as the two storey front wall would be visible against the sloping chalet roof to the neighbouring dwelling. The proposal would result in a progressive increase in scale of dwellings along the western stretch of Thorpe Road on which the site is located. Although the properties opposite the site are modest bungalows/chalet bungalows, the wider area surrounding the site does not exhibit uniformity of character, form and scale of dwellings and consequently, despite the greater scale of the proposed house in comparison to the immediate neighbours, it is considered that the proposed house would not appear out of character with the surrounding area such as to adversely affect visual amenity. To the south, there is no existing development although it should be noted that the proposal for large scale residential development in 2011 relating to this land accepted the principle of developing this area with two and two and a half storey houses.
- 5.19 The proposed house would be composed of an assemblage of forms, forming a t-shaped plan with each part having its own pitched roof over in accordance with advice in the Essex Design Guide. The building would have a rectangular plan form, pitches spanning the narrower plan dimension and spans no greater than the recommended 6.5 metres. The window arrangement to the front elevation would be symmetrical about a central axis and acceptable.
- 5.20 Each of the dwellings would benefit from two on-site parking spaces, one within the proposed double garage and one space to the front of the garage. In terms of number of spaces, this provision would meet the minimum requirement of the adopted parking standard for a minimum of 2 spaces per dwelling, although no visitor spaces would be provided.
- 5.21 The arrangement for parking to be solely provided to the rear of the 4-bed house is somewhat unusual although pedestrian access would be provided along a pathway to the front of the dwelling. The provision of one parking space to the front of this dwelling would, however, allow for at least some parking with immediate access to the front door and may help to guard against on-street parking immediately in front of the dwelling. Such an

additional space would also help guard against/reduce the potential for on-street parking from this 4-bed dwelling. With one space to the front adequate soft landscaping could also be accommodated. Given, however, that the proposal would meet the required minimum number of parking spaces for each dwelling, the scheme is not considered objectionable such as to warrant refusal in this respect.

- 5.22 The proposed spaces would not, however, meet the preferred bay size depth of 5.5m and the garage would not meet the depth requirement specified in the adopted parking standard of 7m. Increasing the spaces to the required depth would reduce the space available for turning within the site to a level that would appear unworkable. Although there is no highway objection the proposal is considered to be objectionable on parking grounds given that the recommended highway conditions relating to parking bay sizes could not be achieved with the given layout.
- 5.23 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.
- 5.24 There are a number of existing trees at the site, some mature and others young and relatively recently planted; none are subject to Tree Preservation Orders. The mature tree in the south eastern corner of the site is shown to be retained in its current position on the layout plan. There may be pressure from future occupants of the proposed bungalow to cut back this tree due to overshadowing. Whilst the retention of this tree would provide beneficial mature planting to the site this particular tree does not contribute significantly to the street scene and visual amenity, given its position within the site away from the street.
- 5.25 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/re-locating to be submitted, agreed and implemented.
- 5.26 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.

## **6 CONCLUSION**

- 6.1 The proposal for the sub-division of the site to create two plots with a two-storey house to the front and a bungalow to the rear is considered to be acceptable as is the scale, form and appearance of the two dwellings.



- 6.2 The on-site parking provision proposed would not, however, achieve parking spaces that would meet the adopted parking standard preferred bay size and consequently the proposed parking provision is considered to be inadequate.

## 7 RECOMMENDATION

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

To **REFUSE** planning permission for the following reason:-

1. The parking spaces proposed would not meet the preferred bay length, as specified in the adopted Parking Standard: Design and Good Practice Supplementary Planning Document adopted December 2010 such that adequate on-site parking provision to cater for the proposed dwellings would not be provided contrary to part (iii) of Policy HP6 of the Rochford District Replacement Local Plan (2006).



Shaun Scrutton

Head of Planning and Transportation

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### Relevant Development Plan Policies and Proposals

HP6 of the Rochford District Replacement Local Plan 2006

Supplementary Planning Document 2: Housing Design

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).

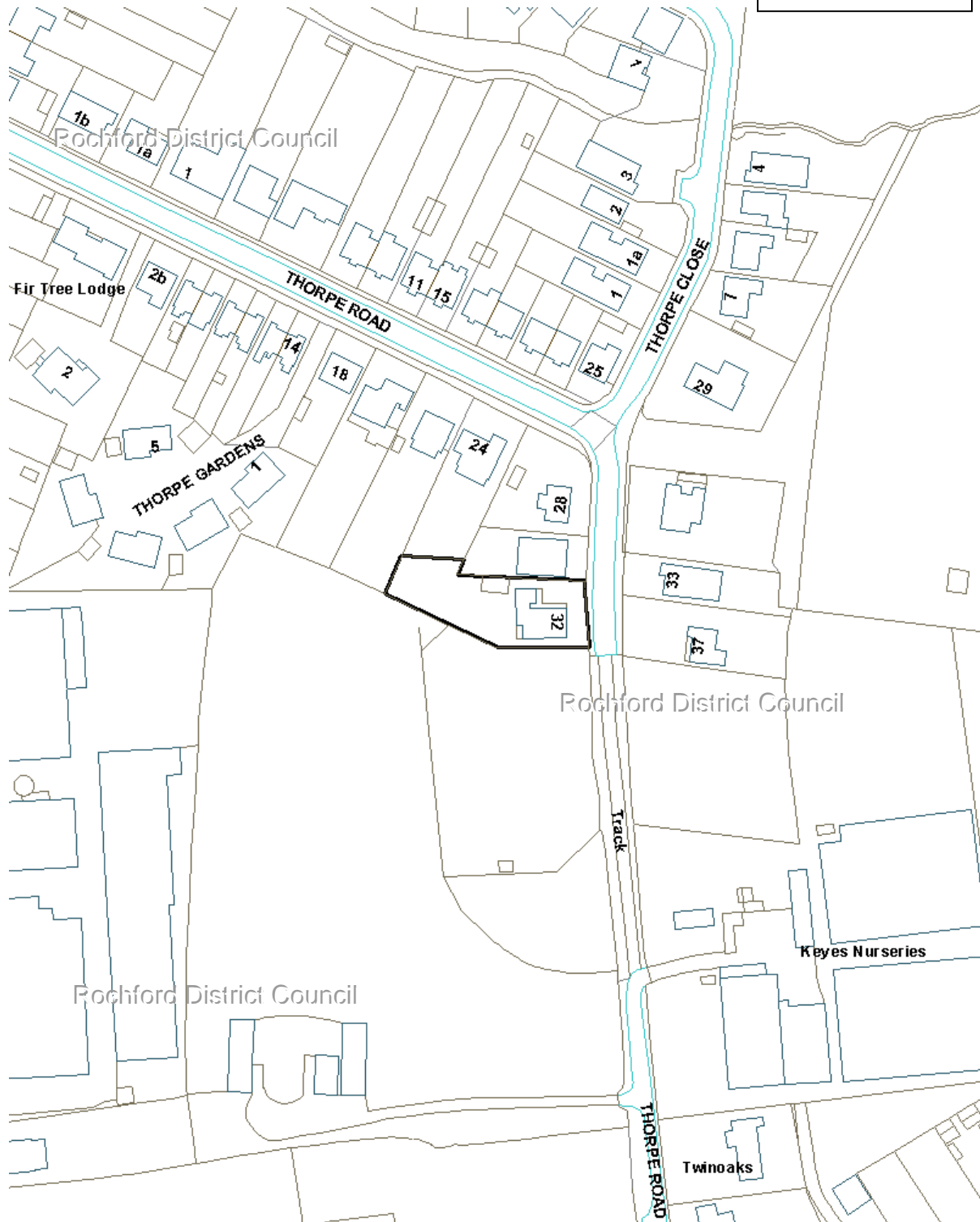
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