

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'.**

32 THORPE ROAD HAWKWELL ESSEX

APPLICANT: MR AND MRS YOUNG

ZONING: RESIDENTIAL

PARISH: HAWKWELL PARISH COUNCIL

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 cart lodge style covered parking would be constructed between the two proposed dwellings to provide one parking space for each dwelling. The bungalow would be provided with one further parking space to the front of the proposed garage and the house would be provided with one further parking space to the front of the property on a driveway.

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 has recently been granted planning permission for

a large scale residential development (Development Committee on 27 September 2012 - 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. Approved on 28 October 2004.

3.2 10/00450/FUL- Construct Front And Side Extensions Including Integral Garage Together With Provision Of New Roof To Provide First Floor Accommodation. Refused on 14 September 2010. The reason for refusal stated as follows:-

3.3 'The design of the dwelling, by virtue of the large central flat roof section, is considered to be a poor design, out of character in a residential area in which dwellings with pitched roofs are the norm and contrary to Local Plan policy HP6 and to the high quality design principles of PPS1.'

3.4 11/00635/FUL - Proposed Front Bay Windows and Single Storey Side Extension. Approved on 14 December 2011.

3.5 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 on 30 July 2012. The reason for refusal of this application was as follows:-

'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).'

3.6 The differences between the refused application reference 12/00341/FUL and the current application are as follows:-

- The detached garage proposed within the previous application has been replaced with a cart lodge style covered building. The footprint has been reduced from 6.74m wide to 6.22m wide and 6.29m deep to 5.9m deep. The height has been increased from 4.3m to 4.5m. Within this footprint there is now a sloping roofed storage type area to the rear.
- The parking space previously proposed for the house to the front of the detached garage has now been removed and a space has been created in the form of a driveway to the front of the house accessed from Thorpe Road with an extended vehicular access.

4 CONSULTATIONS AND REPRESENTATIONS

4.1 Hawkwell Parish Council

4.2 The Council continues to have concerns about the tandem development proposed for this site.

4.3 RDC Arboricultural Consultant

4.4 No specific tree survey has been produced for the application although on site tree identification and location is illustrated on the plans produced by Building design Associates. The Existing Bungalow plan (Drg. No. 12-125-001) describes the trees in their current location including a mature Willow and six other smaller, recently planted trees. The associated D&A statement states that many of the recently planted trees will be relocated around the site with positions outlined on the Proposed Garage and Site Plan (Drg. No. 12-125-004).

4.5 The information provided is adequate enough to conclude:

- That trees 1 (mature Willow), 2 and 7 will not be relocated.
- Trees 3 to 6 are young enough that their careful relocation will not be significantly detrimental for their future establishment.
- The outlined sites for the relocated trees is acceptable to ensure that they can grow to their mature height/spread without future conflict.

4.6 Recommendations

4.7 In principle there is no arboricultural objection to the application. Tree protection is required to protect all the trees during the construction phase. In addition, the soils in which the new trees are to be relocated to should also be protected to prevent compaction during the construction phase. Therefore if planning consent is granted then the following conditions are recommended:-

1. Condition.

- (i) The relocation of trees 3 to 6 will be undertaken in the dormant season of October to early April.
- (ii) Where any of the relocated trees die within 5 years of the completion of development they will be replaced with the same species of 14-16cm girth.
- (iii) No work shall take place on the application site until the tree protection fencing has been inspected by the Local Authority Tree Officer. The fencing will be erected:
 - 1m outside the crown spreads of all trees;

- Around the identified sites for tree relocation (if trees are to be relocated post-construction) allowing a minimum of 1.5m radius from each proposed tree centre.
- 4.8 The specification of the fencing will be in accordance to Figure 3 of BS5837:2012 Trees in relation to design, demolition and construction – Recommendations: Heras type fencing with rubber/concrete feet, joined using a minimum of two anti-tamper couplers in addition to stabilizer struts secured using ground pins or mounted on a block tray.
- 4.9 ECC Highways
- 4.10 No objection subject to the following conditions being attached to any permission granted:-
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 for each property, together with an appropriate dropped kerb vehicular crossing off the footway that is tight/in line with the parking area.
 3. 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.
 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 parking of operatives' vehicles and 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.

4.11 Neighbours

4.12 2 objections received from No. 30 and 37 Thorpe Road.

4.13 These objections can be summarised as follows:-

- No. 30 has a small rear garden (approximately 25ft in depth) and enjoys the views of the surrounding trees and woodland, the privacy of not being overlooked. No. 30 would be overlooked by the proposed house, the bay windows to the top right first floor. Also views will be obstructed by the roof of the proposed bungalow.
- The garden of number 32 is “L” shaped and the proposed bungalow will site in this L shaped part of their garden and will be directly in site line of no.30, losing lovely views.
- Enormous beautiful willow tree some 40 feet high and a very large trunk. Surely with the restrictive space, the foundations of a new build so close to this size of tree (especially a willow) would be catastrophic.
- No. 30 would experience loss of sun light in the summer but worse still in the winter when the sun is lower in the sky. The garden will be mostly in shadow due to the construction of the pitched tiled roof of the proposed bungalow and cart lodge.
- Lack of privacy plus noise from several vehicles next to our fence.
- According to the amended plans with this application it is proposed to construct a cart lodge to the same dimension as the double garage, which was deemed to be unsuitable where planning consent was refused due to lack of space for parking and manoeuvring; nothing has changed. The cart lodge can only accommodate two vehicles, bearing in mind the site has seven bedrooms in total, where will the other vehicles park? The road is too narrow and with the other residents’ drive ways requiring access, it will cause obstructions if excess vehicles are parked in the street.
- Detrimental effect on our quality of life and most important of all it will down value our property.
- Two properties on such a small site, with one being a four-bedroomed family home, could feasibly produce six or more additional vehicles. Inadequate provision has been made for the parking of these additional vehicles and therefore will only encourage on street/pavement parking.
- How can you possibly consider a four-bedroom property, with just one street facing parking space, and only just long enough to accommodate an

average sized car. Incorrect parking, or a larger vehicle, will mean overhang onto the pavement.

- The road outside No. 37 is quite narrow and kerb parking will not only be a danger, but due to the configuration of No. 37's driveway, would make it very awkward for No. 37 to gain easy access.
- The full width of the road is needed when I reverse out of my driveway. Therefore, with cars parked opposite, this would mean shunting backwards and forwards several times just to get out; this I find totally unacceptable.
- Has there been any provision made, for the off street parking of demolition and construction vehicles whilst on site?
- Has there been any provision made, to accommodate visitor parking for either property?
- The side entrance/access for both properties appears to be very narrow and therefore surely will be a danger for vehicular access onto Thorpe Road. Looking at the configuration and possible boundary walls, exiting vehicles will have obscured vision. Additionally, with the Barratt Homes development planned, this route is set to become increasingly busy resulting in many more vehicular, pedestrian and cycle movements per day, meaning more danger.
- Will the side access for the rear property, be wide enough to accommodate emergency vehicles if necessary?
- The 4-bedroom property planned to front Thorpe Road, is not in keeping with the nearby existing dwellings. At present they 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.
- From the plans, it looks as though there is a small breach in the existing building line.
- With a large scale housing development, already planned by 'David Wilson Homes' for the land 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.
- As the property is up for sale and not being developed by the current occupier, there will be no concern for the aesthetic impact and overall effect on the character of the nearby vicinity.

-
- Most of the properties situated nearby, including No. 37, occupy above average plot sizes. Therefore, does this mean we can all develop in a similar fashion?
 - Council must deliver sustainable housing for future generations but this proposed development is just purely for financial gain, with very little consideration for the local environment and existing residents.
 - How can you consider allowing a new build property, to be constructed in close proximity to a willow tree approaching 8 metres tall? This tree sits to the rear of the boundary of the proposed site, and to the best of my knowledge was planted well over twenty years ago?
 - By destroying older properties with a 'new for old' policy, is the character of Hawkwell not being continuously eroded?
 - With 176 houses already granted planning permission, surely there is a real danger of 'over development'.
 - Existing properties on above average plots should be retained at all costs, if only to avoid 'urban sprawl'.
 - Please can you explain why minor demolition work on the detached garage of number 32 has already taken place, this despite no planning approval for development of the site being granted at present.
 - One of the major deciding factors when previously refusing Barratt Homes planning permission for their development was the insufficient size of some of the gardens. Therefore, surely the same would apply to this proposal.
 - This location is in effect a 'cul-de-sac', despite the unmade continuation of Thorpe Road beyond this site. The result is a very tight dead end, which will not allow any parked vehicles accessible kerb space to either park or turn around.
 - Will the Council or developer therefore be willing to foot the cost of re-configuration of No. 37's driveway/crossover, to allow adequate access to my property?
 - Application 10/00450/FUL was refused planning permission on the basis there was a large central flat roof area. It was considered, and to quote, "A poor design and out of character". Therefore does the planning office not think that by trying to squeeze two properties onto a site that can simply not support them, presents the same argument. The flat roof area was not even visible from the front elevation, meaning the overall street scene would have been far more pleasing, than what is proposed now.

5. MATERIAL PLANNING CONSIDERATIONS

- 5.1 The site is designated as residential land on the adopted and saved 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 It should be noted that the previously refused application (Ref: 12/00341/FUL) considered layout and residential amenity and did not refuse the proposal for reasoning relating to layout and residential amenity. The changes proposed within the current application include replacement of the garage with a cart lodge and the creation of a new parking space to the front of the detached house. Therefore, it is necessary to consider whether these changes would be acceptable in terms of layout and amenity.
- 5.3 The cart lodge would have slightly different proportions to the garage considered within the previous application. Its height would be greater, measuring 4.5m as opposed to the 4.3m of the garage previously considered and the footprint has been reduced from 6.74m wide to 6.22m wide and 6.29m deep to 5.9m deep. Although the height would be slightly greater, the footprint would be smaller and the storage within the cart lodge to the rear, closest to the boundary with no.30, would be a low level section rising to a maximum height of 2.2m. Therefore, the full ridge height of the cart lodge would be located 4.2m from the boundary of No. 30 in comparison to the 3.4m measurement within the previous application. For this reasoning, it is considered that the cart lodge now proposed would not have any greater impact on residential amenity than the garage previously considered. It would be located within the same position on the site which is considered to be an acceptable location.
- 5.4 The siting of a parking space in the form of a driveway area to the front of the proposed house would be acceptable in layout terms. It is not considered that the siting of this space would have a detrimental impact on residential amenity, lying to the southern most point in the plot away from No. 30 and due to a distance of approximately 27m between the driveway and the front elevation of No. 37.
- 5.5 Since consideration of the previous application, planning permission has now been granted to 'Demolish Existing Dwelling And Construct Development Of 176 Houses With Access Off Thorpe Road, Access Off Clements Hall Way, Access For One Plot Off Rectory Road, Road Network, Cycle Way And Footpath Network, Public Open Space, Landscaping And Location Of High Pressure Gas Main' (Ref: 12/00381/FUL) at the Christmas Tree Farm site, Land Between Main Road And Rectory Road And Clements Hall Way, Hawkwell. Permission was granted during a Committee meeting on 27 September 2012. It is not considered that the proposed layout of the house and bungalow would be detrimental to the siting of properties along the

southern boundary within the Christmas tree farm site or that the siting of properties within the Christmas tree farm site would be detrimental to the layout of the house and bungalow at No. 32.

5.6 For clarity, the comments within the officer's report for application Ref: 12/00341/FUL on layout and residential amenity were as follows:-

- 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.
- 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.
- 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.
- 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.
- 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.

- 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.
- 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.
- 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.
- 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.
- 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 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.
- 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.
- 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.
- 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.
- 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

- 5.7 It should be noted that the previously refused application (Ref: 12/00341/FUL) considered scale and form and only refused the proposal for reasoning relating to parking provision and specifically the bay lengths of the spaces proposed. It is necessary to consider whether the changes now proposed to parking on the site would be acceptable.
- 5.8 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 per dwelling.
- 5.9 The proposal includes 2 parking spaces per dwelling, one each within the cart lodge, one on the driveway to the house and one in front of the cart lodge to serve the bungalow.
- 5.10 The proposed space on the driveway to the house would measure 5.5m in length along its southern boundary and 5.3m along its northern boundary with a width of 2.9m. Whilst the northern boundary would be slightly short of the

5.5m bay length requirement it is still considered to represent a usable parking space.

- 5.11 The cart lodge would have total internal measurements of 5.7m x 2.9m per vehicle with an internal length of 4.42m before the height within the cart lodge begins to drop. 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 with the cart lodge being smaller in size than the garage previously considered. However, an open cart lodge such as that proposed, is unlikely to be used as extensively for storage as an enclosed garage. In addition, the garden areas for the two 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 cart lodge for storage. For this reasoning, it is not considered necessary to strictly require a 7m length for the proposed cart lodge and the size of the spaces within the cart lodge are considered to be acceptable. However, as the reduced internal length of the cart lodge is only acceptable here due to its open style, a planning condition will be imposed preventing the installation of doors to the front of the cart lodge.
- 5.12 A parking space is also proposed for the bungalow in front of the cart lodge. The length of the parking bay, as shown on the site layout plan, measures 5m. However, when allocating for the overhang of the cart lodge, the space actually measures 5.3m. Whilst slightly short of the 5.5m bay length requirement it is still considered to represent a usable parking space.
- 5.13 The previous application proposed two spaces to the front of the garage whereas the current application proposes only one space to the front of the cart lodge. Whilst not proposed, there remains the space and the potential for a further parking space to serve the house to a 5.3m x 2.9m sizing to the front of the cart lodge, further ensuring the acceptability of parking provision at this site.
- 5.14 No visitor spaces were provided within the previous application and this did not represent a reason for refusal of this application. Therefore it is considered that it would be unreasonable to require such spaces within the current application.
- 5.15 The crossover to the driveway now proposed would be positioned virtually opposite the driveway entrance to No. 37. ECC Highways department does not object to such positioning. As these are private driveway entrances, regardless of the width of the road, it is not considered objectionable for them to be located directly opposite one another due to the limited number of vehicles movements that are generated from such private driveways. A similar relationship already exists with the dropped kerbs for No. 30 and No. 33 Thorpe Road.
- 5.16 For clarity, the comments within the officer's report for application Ref: 12/00341/FUL on scale and form were as follows:-

- 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.
- 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.
- 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.
- 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.
- 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.

- 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.
- 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.
- 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.
- 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.
- 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.

Other Matters

- 5.17 Within the officer's report for the application Ref: 12/00341/FUL planning conditions were suggested, which have been included within the current report. It is considered necessary to require the front side bay window to be of an obscure glazed style and to be fixed shut below a height of 1.7m above

first floor finished floor level due to the potential for angled views to be achieved from this window into the front first floor windows of No. 30.

- 5.18 A planning condition relating to details for a vehicular turning facility to the rear of the site has been suggested by ECC Highways department. However, the site layout plan shows that it would be possible for the vehicle located to the front of the cart lodge serving the bungalow to manoeuvre and this would also be the case with any potential space serving the house to the front of the cart lodge. This area to the rear would only serve two dwellings. For this reasoning, it is considered unreasonable to require details of a vehicle turning facility to be provided and agreed to but a planning condition should be attached to an approval ensuring that the area shown to be used for vehicle turning shall be retained free from obstruction.
- 5.19 An informative relating to the control of nuisances during the course of construction works was suggested within the previous application and, although not referred to within the current application, has been added as a suggested informative.
- 5.20 Policy ENV9 of the Core Strategy requires all new residential development to reach Code level 3 for Sustainable Homes and also, within the period 2010 to 2013 the Council expect development to go beyond Code level 3 in terms of water conservation measures, unless such requirements would render a particular development economically unviable. Code level 3 is dealt with under the building regulations, however an informative could also be attached to an approval. In addition to this, policy H6 of the Core Strategy requires all new housing developments to comply with the Lifetime Homes Standard. A condition requiring details and plans demonstrating assessment of the dwelling against the Lifetime Homes Standard should be attached to an approval.

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 reason for refusal relating to on-site parking provision is considered to have been sufficiently addressed within the current application.

7. RECOMMENDATION

- 7.1 It is proposed that the Committee resolves to **APPROVE** planning permission, subject to the following conditions: -

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. 12-125-002 date stamped 25 September 2012, shall be glazed in obscure glass and shall be of a design not capable of being opened below a height of 1.7m above first floor finished floor level. Thereafter, the said windows shall be retained and maintained in the approved form.
- (4) 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 window, door or other means of opening shall be inserted above first floor finished floor level on the side (north) elevation of the house hereby permitted, in addition to those shown on the approved drawing no. 12-125-002 date stamped 25 September 2012.
- (5) 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.
- (6) 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.

- (7) No development shall commence until tree protection fencing has been constructed 1m outside the crown spreads of all trees and around the identified sites for tree relocation (if trees are to be relocated post-construction) allowing a minimum of 1.5m radius from each proposed tree centre, to be inspected and agreed by the Local Planning Authority's Arboricultural officer. 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 stabilizer struts secured using ground pins or mounted on a block tray.
- (8) Prior to the occupation of any of the dwellings hereby approved a 1.5 metre x 1.5 metre pedestrian visibility splay, as measured from and along the highway boundary, shall be provided on the northern boundary to the driveway to the house hereby approved. Such visibility splay shall be implemented and retained free of any obstruction in perpetuity. On the southern boundary to the driveway to the house hereby approved and the northern and southern boundaries to the private road, there shall be no fence or wall erected or vegetation planted greater than 600mm in height within a 1.5m distance of the footpath.
- (9) No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.
- (10) Prior to the commencement of works on site the applicant shall submit details to be agreed in writing by the Local Planning Authority identifying an area within the curtilage of the site for the loading/unloading and the reception and storage of building materials and the manoeuvring/parking of all vehicles, including construction traffic clear of the highway. Once agreed such details shall be implemented on site and retained during the entire length of the construction process.

- (11) 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 access and driveway becoming operational and shall be retained at all times.
- (12) Prior to occupation of the development the existing vehicular crossing shall be permanently closed incorporating the reinstatement to full height of the highway footway kerbing and the new vehicular accesses shall be provided with appropriate dropped kerb vehicular crossings of the footway in line with each access.
- (13) 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.
- (14) 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 cart lodge shall be installed to the front elevation of the cart lodge.
- (15) The area shown cross hatched on drawing no. 12-125-004 Rev B date stamped 25 September 2012 shall be used for vehicle manoeuvring and shall be permanently retained free from obstruction.



Shaun Scrutton

Head of Planning and Transportation

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, 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).

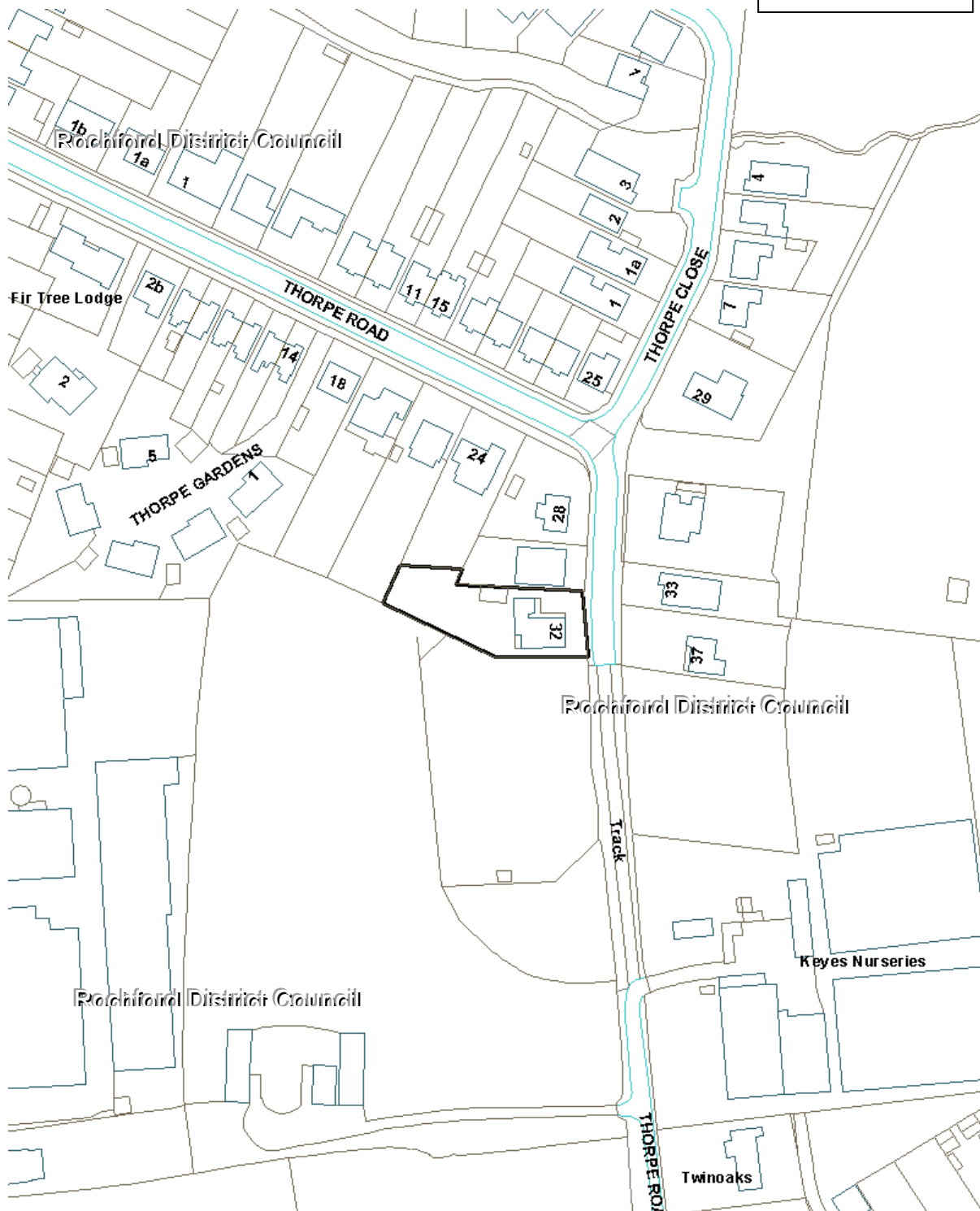
For further information please contact Claire Robinson on:-

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.

12/00564/FUL



Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. This copy is believed to be correct.

Nevertheless Rochford District Council can accept no responsibility for any errors or omissions, changes in the details given or for any expense or loss thereby caused.

Rochford District Council, licence No.LA079138

6.20

NTS

