

14/00074/FUL**89 CROUCH AVENUE, HULLBRIDGE****DEMOLISH EXISTING DWELLING AND CONSTRUCT TWO
DETACHED, FOUR-BEDROOMED HOUSES WITH
INTEGRAL GARAGES.**APPLICANT: **MR HALE**ZONING: **RESIDENTIAL**PARISH: **HULLBRIDGE**WARD: **HULLBRIDGE****1 PLANNING APPLICATION DETAILS**

- 1.1 This application site is located on the corner of Crouch Avenue and Waxwell Road. The existing dwelling fronts Crouch Avenue with vehicular access also gained from this street. This application is to be heard at Committee as the applicant is related to Councillor Mrs A V Hale.

2 THE PROPOSAL

- 2.1 The proposal is to demolish the existing bungalow and garage and construct two detached, four-bedroomed properties with integral garages and vehicular accesses. This application is identical to a previously permitted application reference 07/00979/FUL and a more recent withdrawn application reference 13/00740/FUL.

3 RELEVANT PLANNING HISTORY

- 3.1 A number of planning applications have been submitted on the site and are as follows:-
- 3.2 13/00740/FUL - Demolish Existing Dwelling and Construct Two Detached Four Bedroomed Houses With Integral Garages – Withdrawn 31 January 2014.
- 3.3 10/00215/TIME - Application To Extend Time Limit For Implementation Following Approval At 07/00979/FUL Approved On 11/12/2007. (Demolish Existing Dwelling And Construct 2 No. Detached Four-Bedroomed Houses With Integral Garages And Vehicular Accesses – Permitted 9 June 2010.

- 3.4 07/00979/FUL - Demolish Existing Dwelling And Construct 2 No. Detached Four-Bedroomed Houses With Integral Garages And Vehicular Accesses – Approved 13 December 2007.
- 3.5 07/00488/FUL - Demolish Existing Dwelling And Construct 2 No. Detached Four-Bedroomed Houses With Integral Garages And Vehicular Accesses – Refused 11 July 2007.
- 3.6 84/00170/FUL – Single Storey Side Extension And Conservatory To The Rear– Permitted 24 April 1984.

4 CONSULTATIONS AND REPRESENTATIONS

- 4.1 Essex County Council Highways: The Highway Authority does not wish to raise 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 each 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. The garages shall be sited a minimum distance of 6m from the highway boundary with 2 vehicular hardstandings being provided for each property, as shown on drawing number 281.201. The vehicular hardstandings shall have minimum dimensions of 2.9 metres x 5.5 metres for each vehicle.
 - 3. Prior to occupation of the development the vehicular accesses shall be constructed at right angles to the highway boundary and to the existing carriageway. The width of each 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. Where necessary this shall incorporate the reinstatement to full height of the existing highway kerbing.
 - 4. No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.
 - 5. Prior to commencement of the development 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.

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 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 operator).
- 4.2 Neighbour Consultation: 51 Waxwell Road, 40 Waxwell Road, 53 Waxwell Road
- Why change this to Waxwell Road? The original plan was refused because of the unmade road but changing this from Crouch Road to Waxwell is unacceptable. The access documents show the change to be from 1 house with 4 bedrooms to 2 houses with 4 bedrooms. This is incorrect as it is only a bungalow at present. We currently do not have properties facing us and the proposal is to have 2 properties facing ours. We will lose our privacy. We believe that this will make it harder to sell our property as the new houses will look directly into our upstairs rooms. We believe that this will bring down the re-sale price of our property. There is insufficient parking for 2 four-bedroom houses with the probability of 10 cars. The parking proposed is dangerous. There is insufficient room on the road to park any more cars without going right up to the junction of Waxwell and Crouch. This is dangerous. The character of the proposed houses is not in line with those in Waxwell Road adjacent to the proposed development or opposite.
 - Building two four-bedroom houses on the plot of land at 89 Crouch Avenue will result in a large reduction of light for my property at 40 Waxwell Road. I have three rooms in my house, which have windows that face 89 Crouch Avenue. I have been advised it would mean I would need to have the light on in these rooms in the middle of the day. Who will be paying my extra electric costs for that? It will also reduce the early morning light into my rear garden.
 - The plot of land is too small to fit two four-bed houses on, but has enough room for one four-bed house.
 - As the houses will be turned into Waxwell Road from Crouch Avenue, who will be maintaining the unmade road in Crouch Avenue? Surely the builder should be made to cement it before building one four-bed house on the plot?

- The houses are being turned into Waxwell Road. How will the current people with cars park in the road (Waxwell)? Not to mention the extra cars that will need parking spaces.
- The state of the unmade road (Crouch Avenue) adjacent to the proposed dwellings is appalling and will deteriorate even further, especially with the delivery lorries and other industrial machinery needed to demolish the old and build the new properties.
- On viewing the plans there does not appear to be sufficient parking spaces within the boundaries of the proposed dwellings to facilitate the residents of the said properties. Resident parking is already a major issue in and around the Waxwell Road and Crouch Avenue crossing.

5 MATERIAL PLANNING CONSIDERATIONS

Principle of Residential Use

- 5.1 The site is designated for residential use, as seen within the Local Plan 2006. The proposal would result in division of the existing plot and constructing two dwellings.
- 5.2 Policy H1 of the Core Strategy resists the intensification of smaller sites within residential areas. However, it goes on to state that limited infilling will be considered acceptable and will contribute towards housing supply, providing it relates well to the existing street pattern, density and character of the locality.

Street Scene and Design

- 5.3 The site is located on a prominent corner plot within the residential area of Hullbridge. The existing site contains a large bungalow and garage fronting Crouch Avenue. It is noted that there is an eclectic mix of properties within the street scene, whereby different styles and designs of dwellings can be seen, however it is considered a strong element of chalets, particularly to Waxwell Road, can be seen and to which the proposed dwellings would front.
- 5.4 The proposed dwellings are of a modern design and are identical to the proposals granted planning permission in 2007 (reference 07/00979/FUL). Both proposed dwellings would be identical in terms of design and dimensions. The proposed dwellings would rise to an overall height of 7m, a depth of 10.4m and an overall width of 9.85m. The proposed dwellings would have various protruding elements creating interest within the street scene.
- 5.5 The clipped hipped roof would aid in reducing bulk and mass within the street scene. A gabled element can be seen to the front elevation that would front Waxwell Road. This gabled element would be slightly lower in height than the overall ridge height. A single pitched roofed dormer window would be inserted within the front elevation. This design complies with guidance and suitable verges can be seen around the dormer. A further three pitched roofed

dormers are proposed to the rear elevation facing No. 85 Crouch Avenue, again adequate verges can be seen around these dormers and they would not appear cramped within the roof space.

6 LAYOUT

- 6.1 The proposed houses would follow the skewed siting that can be seen to No. 40 and other houses within this part of the street. The house to plot 1 would be sited further back into the plot than the neighbouring property (No. 40). Plot 2 would also be sited approximately 2.2m further rearward than the house on plot 1. The proposed siting is considered acceptable and would follow the existing arrangement seen within this part of the street.
- 6.2 Supplementary Planning Document 2 (SPD2) requires that for infill development, site frontages for detached properties shall have a minimum frontage width of 9.25m. As the plot is to be sub-divided, this development would be considered to be infill, therefore minimum frontage widths should be applied.
- 6.3 Plot 1 has a frontage width of 11.2m and Plot 2 has a frontage width of 11.4m, both of which comply with guidance. In addition to this, it is also a requirement of SPD2 that a 1m separation is provided between the boundaries and habitable rooms at first floor level of dwelling houses.
- 6.4 The plans show that for Plot 1, a separation of 1m is retained between the side elevation and the boundary with No. 40 Waxwell Road. A distance of 1m can be seen between the side elevation and the boundary with plot 2, however due to the chimney detail, this width is reduced in part to 0.4m.
- 6.5 The plans show that Plot 2 has a separation distance of 1m between the side elevation and the boundary with Plot 1. A distance of 1m can be seen between the side elevation and the boundary to Crouch Avenue, however as with plot 1, the chimney detail reduces this width.
- 6.6 As with both plots, the separation distances are reduced to the eastern elevation due to the chimney detail, whilst this is the case the full 1m separation space cannot be achieved the full length of the property, however due to the small area and a 1m distance achieved to the boundary within plot 2 and due to the road it is considered that this is acceptable and would not result in the two dwellings coalescing nor would the proposed dwellings have a poor relationship to neighbouring properties and the street scene.
- 6.7 It is considered that in its current layout, the proposed dwellings would have sufficient space about the buildings and as such the relationship the proposed dwellings would have with one another and the existing dwellings within the street, would not result in a cramped appearance and would not be detrimental to the street scene.

7 IMPACT ON NEIGHBOURING PROPERTIES

- 7.1 The proposed development would be sited on a prominent corner plot. West of the site is No. 40 Waxwell Road, a detached house, and to the rear of the site lies No. 85 Crouch Avenue, a semi-detached bungalow that has a very low profile with a flat roofed rear extension. Immediately to the east is Crouch Avenue separating the site from No. 46 Crouch Avenue, a detached house.
- 7.2 The side elevation of Plot 1 would be located 2.4m at its closest point to the side elevation of No. 40 Waxwell Road. The house on plot 1 would protrude 1.4m beyond the rear elevation. No windows would be installed within this side elevation resulting in no overlooking into the side facing windows of No. 40. It is considered reasonable to impose a condition removing permitted development rights for the installation of windows to this side elevation.
- 7.3 The proposed dwellings would not result in a back to back relationship with No. 85, however it is considered that some overlooking may occur to the side windows. However, this arrangement is identical to the arrangement approved in 2007 and therefore is not unreasonable. It is considered that some overlooking and loss of privacy to the gardens of neighbouring properties and to the side elevation of No. 85 may result. Whilst the current dwelling on site does not result in overlooking, other two storey dwellings within the vicinity of the site already overlook the garden area to some degree.
- 7.4 The proposal would result in a similar relationship and as such is not considered detrimental to the neighbouring occupiers. It should also be noted that this relationship is common in a built up residential environment.
- 7.5 In terms of overshadowing, it is acknowledged that some loss of light may occur to the side windows of No. 40 Waxwell Road, however this is not considered to be detrimental and if the proposal was granted permission this would not result in an uncommon relationship.
- 7.6 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 rear window of No. 40 across the application site and was not breached; therefore it is considered that excessive overshadowing is not likely to occur.
- 7.7 When applying the 45 degree test to the proposed dwellings, no overshadowing would occur to either plot as the 45 degree angle has not been breached.

8 AMENITY

- 8.1 SPD2 requires that 100 square metres of garden area is provided for new dwellings of the size proposed.
- 8.2 The submitted plans show the garden area belonging to Plot 1 would be 100.81 square metres; the area has been measured as approximately 101.59 square metres. The garden area allocated to Plot 2 is labelled as 99.98 square metres, however this has been measured as approximately 100.59 square metres. Subsequently both plots would have garden areas that would comply with supplementary guidance and as such would be acceptable.

9 HIGHWAYS

- 9.1 The proposed dwellings would front Waxwell Road, rather than Crouch Avenue, as the existing property does. Each dwelling would have a vehicular access from Waxwell Road. The Parking Standards: Design and Good Practice Supplementary Planning Document adopted December 2012 requires that for dwellings with two or more bedrooms, two on site car parking spaces per dwelling need to be provided to the preferred bay size of 2.9m x 5.5m or for garages to be counted as a parking space they must have internal dimensions of 3m x 7m.
- 9.2 The plans show each dwelling would have an integral garage and a good sized frontage. Each garage would have an internal dimension of 2.5m x 5.15m and therefore cannot be counted as a parking space.
- 9.3 The proposed layout plan shows a distance of 4.8m to the front of the property and a depth of 7m to the highway boundary. Whilst it is considered that one vehicle parking space can be achieved to the preferred bay size, the second space would be slightly undersize. Whilst this is the case, there would be sufficient space within the site to accommodate two vehicles clear of the highway.
- 9.4 Two vehicular crossovers are proposed as part of the application. This is not considered unreasonable and the Highway Authority has not raised any objection.

10 OTHER MATTERS

- 10.1 The application particulars do not state whether the proposed dwellings would meet code level 3 of the Code for Sustainable Homes. This requirement would, however, be achieved by the requirements of the building regulations. At this point in time no conflict will arise with Policy ENV 9 to the Council's adopted Core Strategy (2011).
- 10.2 The application particulars do not state whether the proposed dwellings would meet the requirements of the Lifetime Homes Standard at Policy H6 to the Council's adopted Core Strategy (2011). The applicant could, however,

submit details of how the development would meet those requirements as a condition to the grant of consent. Subject to consideration of such details, the proposal would not conflict with Policy H6 to the Council's adopted Core Strategy (2011).

11 CONCLUSION

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

12 RECOMMENDATION

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

That the application be approved and that planning permission be granted, subject to the following 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) Prior to commencement of the construction of the development hereby permitted details shall be submitted to and approved in writing by the Local Planning Authority demonstrating assessment against the Lifetime Homes Standard criteria in accordance with Policy H6 of the Rochford District Council adopted Core Strategy. Once agreed, the development shall be built in accordance with these details.
- (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 enlargement of or the provision of additional windows, door or other means of opening shall be inserted on the sides of the dwellings hereby permitted in addition to those shown on the approved drawings.
- (5) 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;
- areas to be grass seeded or turfed, including cultivation and other operations associated with plant and grass establishment;
- paved or otherwise hard surfaced areas;
- existing and finished levels shown as contours with cross-sections if appropriate;
- means of enclosure and other boundary treatments;
- car parking layouts and other vehicular access and circulation areas;
- minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc.);
- existing and proposed functional services above and below ground level (eg., drainage, power and communication cables, pipelines, together with positions of lines, supports, manholes, etc.);

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, 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.

- (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 each 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) The garages shall be sited a minimum distance of 6m from the highway boundary with 2 vehicular hard standings being provided for each property, as shown on drawing number 281.201. The vehicular hard standings shall have minimum dimensions of 2.9 metres x 5.5 metres for each vehicle.

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- (8) Prior to occupation of the development the vehicular accesses shall be constructed at right angles to the highway boundary and to the existing carriageway. The width of each 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. Where necessary this shall incorporate the reinstatement to full height of the existing highway kerbing.
 - (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 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.
 - (11) 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 operator).



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

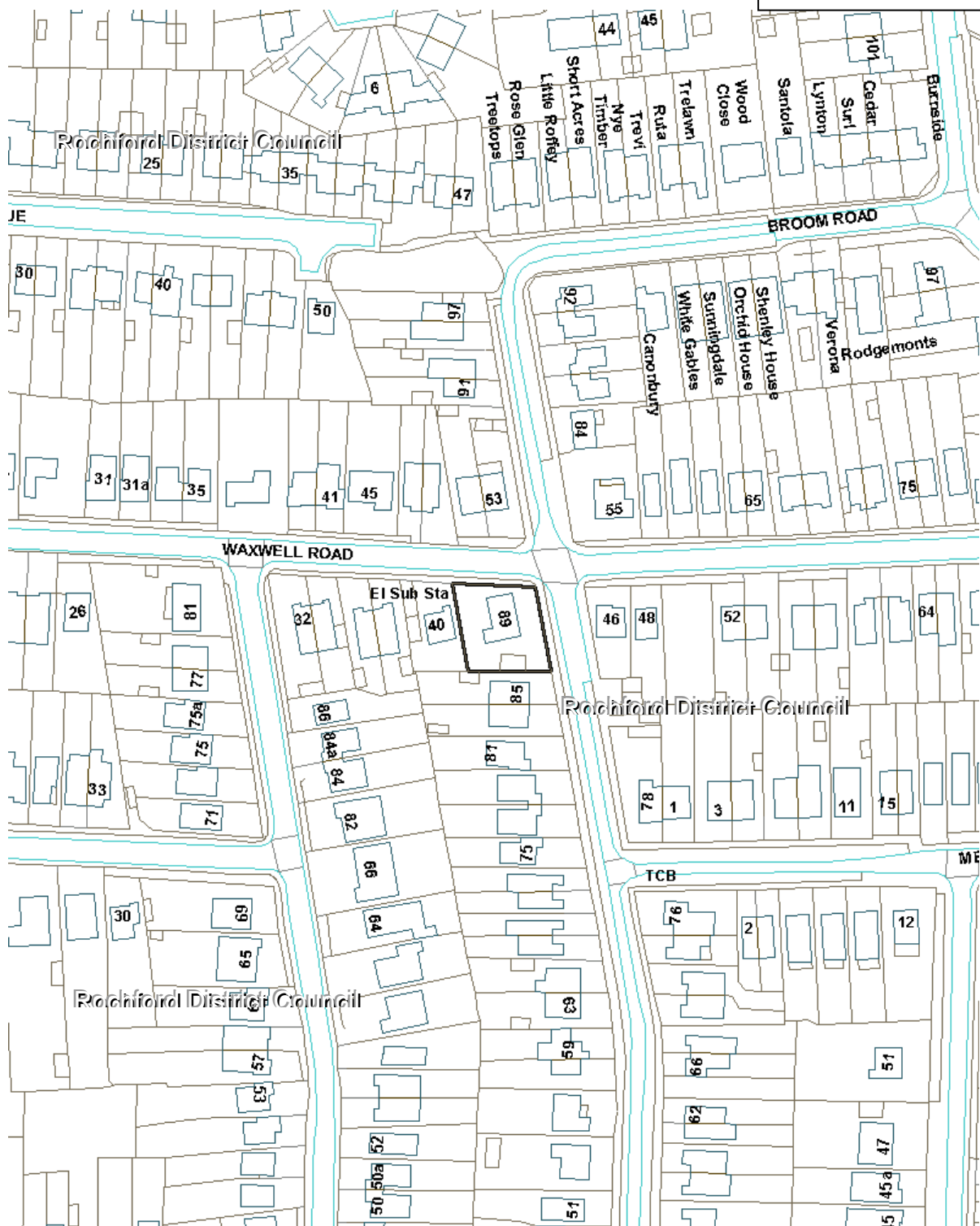
National Planning Policy Framework

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