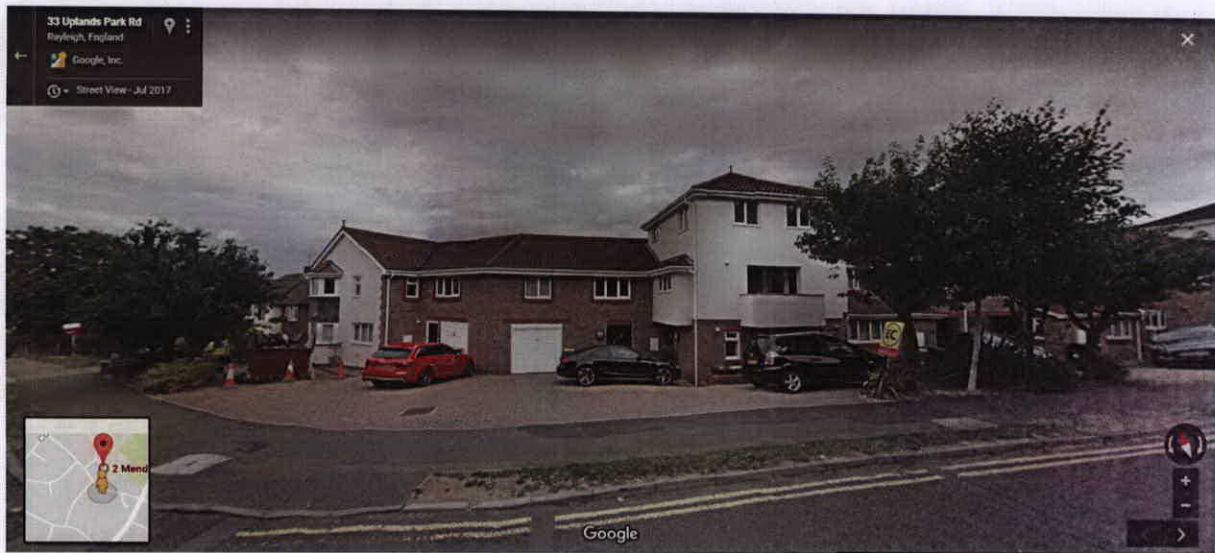


APPENDIX A

23 MAY 2018
SUPPORT SERVICES

APPENDIX B

23 MAY 2018
SUPPORT SERVICES



PLANNING APPLICATION SUBMITTED ON BEHALF OF MR D BRIGSTOCK AND MISS H YANG FOR THE
DEMOLITION OF TWO GARAGE BUILDINGS AND ERECTION OF A DETACHED DWELLING ON LAND ADJACENT
TO NO.29 UPLANDS PARK ROAD, RAYLEIGH

MAY 2018

SUPPORTING PLANNING STATEMENT

Our Reference: 17-6571

Re.
23 MAY 2018
SUPPORT SERVICES

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1.0 SITE AND SURROUNDING AREA ASSESSMENT

The Site

- 1.1 The site, subject of this application, is located on the eastern side of Uplands Park Road, Rayleigh approximately 160 metres from the junction of Uplands Park Road with the B1013.
- 1.2 The site has a frontage to Uplands Park Road of approximately 18 metres and an average depth of 36 metres giving an overall site area of 0.06 hectares.
- 1.3 Contained within the site area is the existing dwelling known as No.29 which is a two storey 3 bedroom dwelling. It forms one half of a semi detached pair although they are visually different from one another. Also on the site are two detached garages which are due to be demolished as part of the proposal. The site benefits from an existing vehicular access which will now form a shared drive between the existing dwelling and proposed new dwelling. A street view of the site is produced below: -



- 1.4 The site has a steep natural gradient and the proposed dwelling has been specifically designed to take into account the differing levels. Further reference to this will be made later in this statement. The Applicant's had a topographical survey carried out to establish the correct levels of the site a copy of the TOPO is produced in **Appendix A**.
- 1.5 The site is located within the defined settlement boundary of Rayleigh as set out in the Rochford District Council Adopted Proposals Maps. In accordance with planning policy new residential development is directed within the settlement limits.

The Surrounding Area

- 1.6 The application site lies within a built up residential area where the form of development is high density. There is a diverse mix of dwellings in the immediate location ranging from single storey bungalows to three storey flats. There is a mixture of detached, semi detached and terraces. Therefore there are no rigid architectural design characteristics, scale or style of dwelling which needs to be strictly adhered to. It is submitted that the provision of an additional detached dwelling would integrate well into the existing varied streetscape. Photographs of some of the surrounding development are produced in **Appendix B**.
- 1.7 The site is located in a very sustainable location close to a range of services, facilities and public transport links. The town of Rayleigh is well supported by a wide range of shops, public houses, restaurants, takeaways, an ASDA, Iceland and more than one local convenience store. There are also several doctors surgeries and pharmacies. There are 6 schools located within easy walking distance of the application site, the closest being the Edward Frances Primary School which is sited close to the junction of Uplands Park Road with the B1013.

- 1.8 The nearby bus stops, within walking distance, provide regular access to the town and surrounding settlements. Rayleigh also benefits from a train station with services running every 10 minutes, at peak times, to London Liverpool Street and beyond.
- 1.9 The conclusion is therefore drawn that the location is suitable for additional residential growth and would be fully in accordance with the National Planning Policy Frameworks presumption in favour of sustainable development.
- 1.10 As there is no relevant planning history relating to this site the next section of this statement will outline the proposal in more detail.

2.0 THE PROPOSAL

- 2.1 Planning permission is being sought for the demolition of two existing detached garages and erection of a dwelling on land adjacent to No.29 Uplands Park Road, Rayleigh.

Layout

- 2.2 As indicated earlier the site has significantly differing levels demonstrated on the submitted topographical survey. The proposed design has been cleverly arranged taking into account of this and accommodation is spread across three floors.
- 2.3 Plan O21 which is labelled the proposed ground floor actually sits below ground level when viewed from the street. It therefore becomes, in effect, a basement level. Contained within this floor are an open plan kitchen, dining and family room together with a separate utility area and wc. The entire rear wall is glazed bi-fold doors to allow natural light to flood into the living area.
- 2.4 Plan O22 which is noted as the first floor plan is actually the entrance point to the dwelling from the parking area. This will be, from a visual aspect, the ground floor level as the level referenced above would be built into the ground having regard to the different levels of the site. The entrance level comprises a central entrance hallway, three double bedrooms, one with en-suite, an office space and separate bathroom.
- 2.5 The final floor plan O23 shows how the roof-space has been utilised to include the master bedroom with en-suite and an additional bedroom.

Scale

- 2.6 Careful consideration has been given to the overall scale of development having regard to the adjacent development. As indicated on submitted plan O25, which shows a sectional elevation, the total ridge height, based on the ground level at the front of the site, only equates to 6.3 metres. This is a very modest ridge height and would be in line with the ridge height of No.29 Uplands Park Road. This has also been specifically designed to minimise any impact upon the adjacent bungalow.
- 2.7 The width of the dwelling has also had regard to the adjoining development. The width of the dwelling equates to a modest 8.49 metres having regard to the footprint of No.29. The two are comparative from the context of the street scene.
- 2.8 The dwelling conforms to the front building line to ensure it would integrate well with the existing street scene. In addition, at the rear the dwelling only projects 3 metres back past the rear building line of No.29. This is to ensure the 45 degree line is conformed to and also reflects the standard which could be carried out, at a later date under a permitted development extension.
- 2.9 The proposed dwelling achieves an adequate separation distance from the common boundaries the distance you would expect from a high density form of development. The existing garden of No.29 would be subdivided in such a way to form two fully functional usable private amenity areas. The existing dwelling would retain an amenity area of 130sqm which exceeds the minimum requirement of 100sqm. The proposed garden area would be of similar proportions and would have a total private amenity area of 135sqm.

Appearance/Materials

2.10 The external appearance of the proposed dwelling has been specifically designed so it harmonises with No.29. As already indicated the width and height of the proposed dwelling reflects that of the adjacent dwelling.

2.11 The design incorporates a gable projection which would be a mirror image of the existing gable projection of No.29. The porch design also reflects the character of the existing dwelling. The proposed materials would match the external fenestration of the existing dwelling. Therefore, when the new dwelling is viewed in the context of the immediate setting, it would be in harmony with the character and appearance of the area.

Access

2.12 The existing vehicular crossover will be utilised to form a shared driveway. As demonstrated on the submitted block plan (plan O26) each dwelling would be provided with two parking spaces in accordance with the adopted vehicle parking standards. There would be a central turning area to ensure adequate movements are achievable on site to allow vehicles to exit the site in forward gear.

2.13 The proposal will now be analysed against relevant planning policy in the next section of this statement.

3.0 PLANNING POLICY CONTEXT

- 3.1 The following policies have been taken into account in the determination of this application: -

The National Planning Policy Framework

Core Strategy:-

Policy H1 - The efficient use of land for housing

Policy H5 - Dwelling Types

Policy CP1 - Design

Policy T1 - Highways

Policy T3 - Public Transport

Policy T8 - Parking Standards

Local Development Framework:-

Policy DM1 - Design of New Developments

Policy DM2 - Density of New Developments

Policy DM3 - Infilling and Residential Intensification

Policy DM4 - Habitable Floorspace for New Developments

Policy DM30 - Parking Standards

The National Planning Policy Framework

- 3.2 The golden thread running through the NPPF is set out in paragraph 14 and relates to the presumption in favour of sustainable development. This paragraph states that "*for decision-taking, this means where the development plan is absent, silent or relevant policies are out-of-date, granting planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies of the Framework as a whole*".

- 3.3 The application site is in a sustainable location where, by policy definition, new development is directed. It has been demonstrated that the proposal would result in an efficient use of land in a built up residential area.
- 3.4 Paragraph 7 of the NPPF sets out the three roles of sustainability namely the social, economic and environmental roles. An economic role includes contributing to a strong economy to ensure that sufficient land is available in the right places at the right time to support growth. A social role includes supporting strong, vibrant and healthy communities by providing the supply of housing required to meet the needs of present and future generations. An environmental role includes contributing to the protection and enhancement of the natural environment, minimising waste and pollution.
- 3.5 Having analysed the proposals against the three roles of sustainability it is submitted that the proposal would be in accordance with these three dimensions. The proposal provides sufficient land to support residential growth in a very suitable location. The future occupiers of the proposed dwelling would assist with supporting the local services and facilities. It would add a sustainably constructed dwelling to assist with the housing stock in the district meeting the needs of current and future generations. The layout and design would be suitable for all types of occupiers.
- 3.6 The construction of the development would be of a high quality and sustainable nature and would provide much needed jobs in the local construction industry. The proposal would provide a modest contribution to the housing stock, and would be easily capable of being built in a short space of time.
- 3.7 The development includes measures to ensure that no harm would be caused to the local environment and it has been demonstrated that the proposal would not be out of character with the diverse character in the area.
- 3.8 Paragraph 49 of the NPPF states that: - *"Housing applications should be considered in the context of the presumption in favour of sustainable*

development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites."

3.9 Due to a number of factors, including the fact that much of Rochford District is located in the Green Belt, there is a significant shortage of housing. The Council cannot currently achieve an adequate supply of housing land. Therefore it is submitted that the Council should be looking at sites, which are in a logical position for housing and are in accordance with presumption in favour of sustainable development in a favourable way.

3.10 The application site is considered to be a logical infill plot in an urbanised high density residential area. The site, as existing, is not making the most efficient and effective use of land and the existing garages are not considered to be the optimum use of the plot. Paragraph 14 and 49 of the NPPF should be read in conjunction and it is submitted that the Council should be granting planning permission on these types of schemes providing it accords with planning policy and no significant and demonstrable harm is identified. The proposal will be assessed against the Council's Local Plan policies in the following paragraph and it will be demonstrated that the proposal would not conflict with these policies and no such harm is identified.

Policy H1:- Core Strategy

3.11 This policy relates to the efficient use of land for housing and specifies the Council will prioritise the reuse of previously developed sites. The application proposal falls within this category and would make an effective use of land, already in residential use, which contains an existing structure used for residential purposes. The site is a logical infill plot and these types of sites are considered rare in the built up residential area. The demolition of the existing garages and erection of a new dwelling would make the most efficient use of the land in an area where by policy definition new residential development is directed.

Policy H5:- Core Strategy

3.12 Policy H5 requires that development contains a mix of dwelling types suiting the housing need. There is a diverse mix of dwelling types in the immediate locality and the proposal would help add to the diversity of housing types in the area. The lasted SHMA produced in May 2017 indentified in the Rochford District there is a need for over 60% of housing to contain three or more bedrooms. The proposal would provide a 5 bedroom dwelling to add to the housing stock which would be suitable for all types of occupiers. The proposal is therefore compliant with policy H5.

Policy CP1:- Core Strategy

3.13 This policy requires all development to achieve a high quality of design. Reference is also made to the requirement to reflect local characteristics. The proposal is fully compliant with this policy. The proposal seeks to redevelop a site, already in residential use and clearly visible from the street scene. The existing garage buildings do not constitute high quality design. The replacement of the garages, with a sustainably constructed contemporary dwelling, which harmonises with the characteristics of the adjacent development, would be a visual improvement in the context of the street scene.

3.14 The proposal has regard to the guidance set out in the Essex Design Guide and meets the criteria set out within this supplementary planning guidance. The proposal would result in making a positive contribution to the character and appearance of the immediate setting and the area as a whole. The proposal is therefore in accordance with policy CP1.

Policy T1:- Core Strategy

3.15 Policy T1 relates to sustainable transport modes and requires development to be directed in areas where occupiers would not be reliant on a private car for day to day needs. The sustainability credentials of the site have already been outlined in section 1 of this statement. The proposal is fully capable of being a

'car free' development as the site is within easy walking and cycling distance of services and facilities. In addition the site has good access to public transport links with a regular bus services and also access to Rayleigh station. The proposal therefore complies with policy T1.

Policy T3: - Core Strategy

3.16 This policy is very similar to policy T1 and promotes the use of public transport links. It has been demonstrated that the site is very accessible to public transport and therefore is in accordance with this policy.

Policy T8:Core Strategy

3.17 Although the development is fully capable of being a 'car free' development due to the sustainable nature of the site, the proposal includes the provision of two off road car parking spaces in accordance with the adopted standards. Two spaces are also to be retained for the existing dwelling. The site is a town centre location and the policy specifies the standards can be relaxed however notwithstanding this fact the proposal includes provision for both dwellings in accordance with the adopted standards.

Policy DM1: – Local Development Framework

3.18 Policy DM1 specifically relates to design of new development and highlights that the development should positively contribute to the surrounding environment. The existing garages at the site, although not harmful are not considered to make any positive contribution to the character of the area. On the contrary, the proposed scheme would provide real and positive improvements which will contribute to the character and appearance of the site and provide a logical rounding off of the existing residential development in the area.

- 3.19 The policy sets out a number of criteria which need to be complied with in order for planning permission to be granted. Criterion (i) relates to accessibility and promotes uses alternative to a private car. The sustainability credentials of the site have already been outlined throughout this statement. The site is within easy walking and cycling distance to a wide range of services and facilities. Both bus and rail transport is available. The proposal is therefore in accordance with this criterion.
- 3.20 The second criterion is not considered relevant to the application.
- 3.21 Criterion (iii) relates to boundary treatment and landscaping. The submitted block plan demonstrates how the land will be subdivided to provide two logical and adequate areas for private amenity and parking arrangements. The existing trees located at the rear of the site are to be retained and the erection of a boundary fence between the two dwellings will define the two areas. Due to the high density form of development it is submitted that minimal additional landscaping will be required. This could be secured by way of an adequate planning condition.
- 3.22 Criterion (v) relates to parking and makes reference to policy DM30. Policy DM30 specifies that the adopted parking standards will be required for new development. This is similar to the Core Strategy policy T8. The provision of 2 parking spaces per dwelling is appropriate and in accordance with the parking standards.
- 3.23 The next criterion relates to density of development and refers to policy DM2 which requires development to make an efficient use of the site area and be compatible with the use, intensity, scale and character of the surrounding area. The proposal would result in a highly efficient use of land. The site is already in residential use however is not essential to be retained for No. 29. The character of the area is varied in terms of scale and the application proposal would add to the diverse mix in the area whilst harmonising with the visual character of No.29. The proposal is therefore compliant with this criterion and also policy DM2.

- 3.24 Criterion (viii) relates to open space requirements including private and communal gardens. The proposal provides 135sqm of private amenity area for the new dwelling and 130sqm to be retained for the existing dwelling. Both are in accordance with the adopted standards.
- 3.25 The site does not contain a listed building has no important historic features therefore criterion (viii) is not relevant.
- 3.26 Criterion (ix) relates to overlooking and the need to ensure privacy is retained. As already indicated the proposed dwelling conforms to the front building line and only projects 3 metres deeper than No.29. In any built up urban areas when a dwelling is more than single storey there is an element of perceived overlooking into the rear gardens of the adjacent dwellings. However, due to the siting and orientation of the proposed dwelling this would be minimal and not so significant so as to result in harm. There would be no fundamental difference between the proposed arrangement and the existing circumstances which would result in any intensification over and above the existing dwellings along Uplands Park Road in relation to first floor windows and rear garden areas. Each private amenity area has an adequate boundary treatment to help provide privacy. The only windows proposed above ground floor level on the flank elevation would be obscure glazed. Therefore the proposal would not result in the loss of privacy in accordance with this criterion.
- 3.27 The next criterion relates to a positive relationship between nearby buildings in accordance with policy DM3. This policy will be analysed later within this section.
- 3.28 Criterion (xi) refers to scale and form appropriate to the setting. The scale of the proposed dwelling has been based on the width and height of No.29. In addition, as already indicated, the sites differing levels have been utilised to maximise the internal space without having any detrimental impact upon the character of the area. There is a diverse mix of development in the area and the proposed dwelling would add to this mix of housing.

3.29 The final two criterion set out in policy DM1 are not relevant to the application proposal. Having analysed the proposal against all relevant criteria the conclusion is drawn that the proposal is fully compliant.

Policy DM3 - Local Development Framework

3.30 This policy is relevant as it relates to infilling and backland development. The site is considered to be a logical infill plot. Again a number of criteria is outlined which development must consider. Criterion (i) makes reference to design needing to relate to existing street pattern and density. The area is characterised high density development and the proposed dwelling has been specifically designed to integrate well into the existing street scene.

3.31 The main visual relationship will be with the adjacent dwelling No.29 and consideration has been given to the design to ensure it complements the character of the existing dwelling. The overall scale and height of the dwelling is modest and would not have a significant impact upon the character of the area.

3.32 Criterion (ii) is not relevant as it relates to multiple dwellings. The proposal is only for one residential unit.

3.33 The proposal would provide a sustainably constructed modern dwelling to add to the housing stock in the district and would meet the local need criteria. The proposal is for a 5 bedroom dwelling and currently there is an identified need for over 60% of the dwellings to be 3 or more bedrooms. The proposal therefore has regard to local need and is in accordance with criterion (iii).

3.34 By subdividing the plot and defining the two private amenity areas would not result in any negative impact upon the amenity of the existing dwelling. Both plots would still far exceed the Council's minimum requirements so there would be no significant loss of amenity as a result of the proposal. It is therefore compliant with criterion (iv).

- 3.35 Criteria (v) and (vi) are not considered relevant. There is no significant landscape character or historic designation and the site does not provide a contribution to open space. It is in residential use with built form already existing.
- 3.36 Criteria (vii) and (viii) both relate to private amenity space. As already indicated both amenity areas are in accordance with the Council's requirements.
- 3.37 Criterion (ix) relates to parking. This point has already been addressed in the policy section and adequate spaces are provided.
- 3.38 The final criterion seeks to avoid a tandem relationship between dwellings. The application proposal would not result in a tandem form of development it is clearly frontage development. The conclusion is therefore drawn that the proposal is compliant with all relevant criterion contained in policy DM3.

Policy DM4 - Local Development Framework

- 3.39 Policy DM4 sets out the minimum internal floor areas and relates to Table 3. This table specifies that for a dwelling with 4 or more bedrooms a minimum area of 106sqm needs to be achieved. The total internal area proposed far exceeds the minimum requirements. The preamble to policy DM4 states that *"Whilst dwellings should be reasonably sized, they must also have a suitably designed internal layout to ensure comfortable habitation for potential occupants. Therefore the Council will not only have regard to whether the minimum standard has been applied to all dwellings within the development, but will also determine if the internal layout is appropriate and fit for purpose."*

3.40 The proposed internal layout is spacious and simplistic suitable for all types of future occupiers. The main living accommodation is open plan with adequate facilities provided on each floor. Each room has sufficient natural light and there is a logical flow to the internal arrangements. The proposal is therefore in accordance with policy DM4.

3.41 Having analysed the proposal against all relevant local and national policy the conclusion is drawn that the scheme is fully compliant with all relevant policies. There has been no significant and demonstrable harm indentified which would outweigh the benefits of granting planning permission for this sustainable form of development.

4.0 CONCLUSION AND SUMMARY

- 4.1 The proposal, subject of this application, seeks planning permission for the demolition of two detached garages and erection of a dwelling on land adjacent to No.29 Uplands Park Road, Rayleigh.
- 4.2 The site has been described and in particular reference has been made to the differing site levels. It has been demonstrated that the proposal has been specifically designed to take into account these levels and has created a dwelling which, from a visual standpoint, would appear as a two storey dwelling in-keeping with the adjacent dwelling No.29.
- 4.3 The site is located within the defined settlement boundary of Rayleigh and the sustainability credentials of the site have been outlined. The site is within close proximity to a wide range of services, facilities and public transport links both via a bus service and also the railway station. Therefore in accordance with national policy the proposal would comply with the presumption of sustainable development.
- 4.4 It is submitted that the site is a logical infill plot and the provision of a dwelling on the land would be the most effective and efficient use of land which both local and national policy promotes.
- 4.5 The design of the proposal takes into account local context. Although there is a diverse mix of development in the area and the density of development is high the design specifically has regard to the characteristics of No.29. The external materials, fenestration, porch detailing and gable projection all reflect the design of No.29. Therefore the proposal would integrate well into the existing streetscape.

- 4.6 The layout, siting and orientation of the dwelling are respectful of the adjacent development and are in keeping with the built up residential area. The proposal would result in a visual enhancement of the site which is viewable in the context of the street scene.
- 4.7 The proposal would constitute sustainable development both in terms of its locality, construction, design and would meet the three roles to sustainability set out in paragraph 7 of the NPPF. Having regard to this fact there is a clear presumption in favour of the development.
- 4.8 The proposal has been assessed against relevant local and national planning policy and it has been demonstrated that the proposal would comply with the Council's Core Strategy, Local Development Framework and the NPPF.
- 4.9 In accordance with the 'tilted balance' approach in relation to paragraphs 14 and 49 of the proposal constitutes sustainable development and is in accordance with planning policy. Therefore, planning permission should be granted without delay.
- 4.10 Having regard to all matters outlined in this statement together with the submitted planning drawings the Council are respectfully requested to grant planning permission subject to appropriate conditions. The Applicant's Agent welcomes the opportunity to discuss details of the application with the Council should any further information be required or points of clarification needed.