



## Design Statement

Proposed new detached chalet bungalow with integral garage and single detached garage to replace existing.

July 2020

**Land Adjacent to 19 Rawreth Lane**

Rayleigh, Essex, SS6 9PX.

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## INTRODUCTION

The following document will set the outline design concept proposals for the site located at, land adjacent 19 Rawreth Lane, Rayleigh, Essex. The proposals are for the site to be split into two separate lands with the retention of the existing bungalow dwelling No.19, the demolition of existing outbuildings and single garage within the site and replacement proposals for a new single detached garage and detached chalet bungalow with integral garage and all associated external works. An initial submission for Outline Planning with all matters reserved is being sought after.

## THE SITE

The site is located to the south side of Rawreth lane, approximately 1.05 miles north to the centre of high street road Rayleigh, with the associated commuter train station of Rayleigh at 0.9 miles from the site. The proposed site boundaries as indicated on plans cover an area of, 0.09Ha (898m<sup>2</sup>).

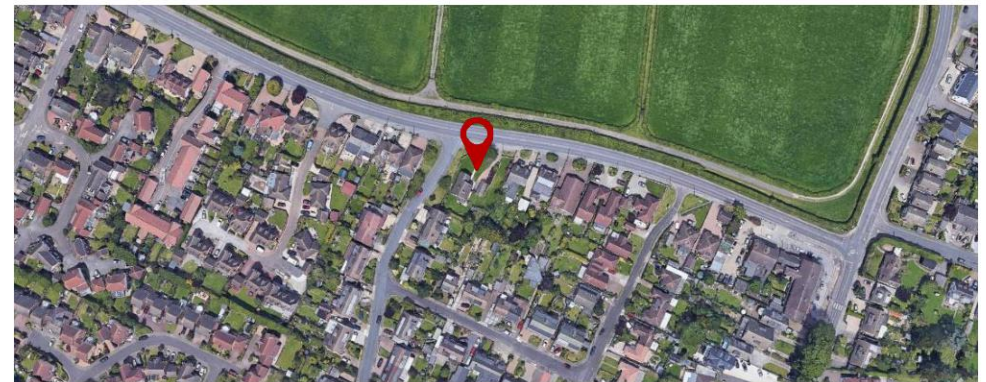
The site currently consists of an existing bungalow dwelling with an approximate ground floor footprint of 90m<sup>2</sup> a single detached garage in the centre of the site with a elongated driveway and crossover onto Rawreth Lane and an assortment of outbuildings and walled garden area to the rear.

The site is bordered on four sides as follows: To the north, Rawreth Lane and open agricultural fields. To the east, no.17 as a single storey bungalow with gable ends. To the southern boundary, multiple semi-detached chalet bungalows and their rear gardens. To the west, Exmouth Drive and neighbouring properties of detached single storey bungalows.

Within the wider context of immediate surrounding area of the site, the general consensus of building scale, mass, materiality and style appear to be of the following:

Rawreth Lane, immediately detached single storey bungalows with some being chalets, predominantly pitched roof with gables however hipped roofs can be glimpsed. As you move further away down Rawreth Lane the scale leans towards 1.5 to 2 storeys. Notable materials being red facing brickwork, light neutral coloured render and grey/brown coloured roof tiles.

Exmouth Drive, Semi-detached single storey chalet bungalows and only several 2 storey houses. Primarily sharp pitched roofs with gables. Notable materials being red facing brickwork, light neutral pebble dashed render, tile hanging mostly to dormer elements and red/brown coloured roof tiles.





## Local Transport and Connectivity

The site is situated approximately 1.05 miles from the centre of Rayleigh high street, 6 miles from Southend-On-Sea and 10 miles from Chelmsford City. Rayleigh train station, apart of the Southend to London line by Greater Anglia provides direct access to numerous towns and cities within Essex via direct and changeable lines with an end terminus at London Liverpool Street within the heart of London.

There are a couple of local bus stop within proximity to the site with farm view bus stop 135m away down Rawreth Lane with bus route No.3 going between Southend and Chelmsford via Rettendon and Hanningfield. Rawreth Lane bus stop 200m away on Hullbridge Road with bus routes No.3, 20 and 63 providing local access to Hullbridge, Rayleigh and Eastwood.

The site via driving has quick access to major roads such as the A130, A127, A13 all within a short drive distance.

- 1&2.** No.19 Rawreth Lane
- 3.** No.15 No.17 Rawreth Lane
- 4.** No.21-29 Rawreth Lane
- 5.** No.20-26 Exmouth Drive
- 6.** No.1 No.12 Farm View



## THE PROPOSALS

### Use

The application seeks outline planning approval with all matters reserved for the demolition of existing outbuilding structures and retention of the existing dwelling with the proposal of erecting a new detached 4/5 bedroom chalet bungalow with integral garage and associated external works as well as a new detached single garage to replace the existing demolished for No.19 with associated external works.

### Layout

The concept consists of splitting the overall site area into two distinctive sides, the first side being the existing dwelling with the new detached garage and external works comprising of a newly formed driveway and crossover onto Rawreth lane. The second half of the site will contain the new detached chalet bungalow with its individual external works comprising of a newly formed driveway but using the already established existing crossover on Rawreth Lane.

The overall ground footprint of the new dwelling will be similar to the existing dwelling and produced a respectful

stepped line through the street scene bridging the gap between No.17 and No.19.

The concept offers each dwelling to be served with its own crossover and driveway with related parking and turning area meeting required guidance as set by the local authority. Both driveways and crossovers are worked around the existing large tree to the frontage, in order to retain this existing focal landscaping feature before the entrance to Exmouth Drive and the Site.

The newly formed detached single garage for the existing dwelling has now been pushed back to the rear of the site providing a larger appearance of space between the new and existing dwellings, as well as providing tandem parking to the side of the existing dwelling reducing the need for parking towards the frontage of the site.

### Scale and Massing

The concept proposals seek to add an appropriately scaled chalet bungalow, one storey with rooms in roof, not dissimilar to a large majority of the properties within the immediate area.

As seen on the proposed street scene, drawing no. 101 provided. The eaves height aims to be comparable to both existing properties each side and the ridge line intends to be no greater than No.19 and be balanced between both existing properties.

The roof massing takes direct precedent from each existing property with the main roof pitching away with gable ends and the secondary roof projection mirroring No.19 at a corresponding scale. The overall scale and massing from the frontage onlook is directly comparable to No.17.





## Appearance

The outline application reserves the appearance to be dealt with through a reserved matters application. However, we have indicated a possible design solution based on local context. The concept proposal provides a traditional design approach that takes direct influence in its form from neighbouring properties. The aim is to include traditional features such as a bay window to frontage, large fenestration arrangement, brick coursing detailing, cottage garage doors and oak posted canopy entrance point. Most of these elements can be found within the immediate local area and therefore produces a fitting and respectful architectural appearance.

## Materials

The proposals will seek to use a high-quality materials pallet that aims to compliment and draw influence from the existing dwelling on site as well as neighbouring properties and the introduction of more sharp modern colouring to the windows and doors.

As seen on the proposed street scene, drawing no. 101 provided. The elevations seek to produce a blend of materials which are similar to the immediate local area such as, red mix faced brickwork

A red mix of clay plain tile will be used across the roof to compliment surrounding properties.

Fascia's, window frames and rainwater goods will be finished in a dark grey as a contemporary alternative.



## Access and Parking

Access to the dwellings will be from Rawreth Lane via 2 No. crossovers, the existing crossover serving the new dwelling and the installation of a new crossover to serve the existing dwelling. Each dwelling will have its own self contained driveway available for 3-4 external parking spaces at a size of 5.5x2.9m each and 1 No. internal parking space within the detached single garage and integral garage of the new dwelling, providing a total site wide parking number of 8-10 Spaces. Both the driveways have a 6x9m turning area available for the ability to turn the car around and exit onto Rawreth Lane forward.

## Amenity

The total private garden amenity as noted on the proposed site plan, drawing no. 100 provided, shows 100m<sup>2</sup>+ to be retained for the existing dwelling and 100m<sup>2</sup>+ provided for the new dwelling, in line with policy.

## Refuse

The concept proposals have the allowance for external storage of required numbers of wheeled bins either within the front driveway or rear garden with access via side accesses.



EXISTING STREET SCENE ELEVATION FACING RAWRETH LANE  
SCALE 1:100 (A3)



CONCEPT STREET SCENE ELEVATION FACING RAWRETH LANE  
SCALE 1:100 (A3)