



**Application No:** 150746

**Location:** Stanway Rectory, Church Lane, Stanway, Colchester, CO3 8LR

**Scale (approx):** 1:1250

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**7.3 Case Officer: Richard Collins**

**Due Date: 06/07/2015**

**HOUSEHOLDER**

**Site:** Stanway Rectory, Church Lane, Stanway, Colchester, CO3 8LR

**Application No:** 150746

**Date Received:** 11 May 2015

**Agent:** Tim Moll Architecture Ltd

**Applicant:** Mr Mclean

**Development:** Demolition of outbuildings and construction of single storey and two storey extensions.

**Ward:** Copford & West Stanway

**Summary of Recommendation:** Conditional Approval

### **1.0 Reason for Referral to the Planning Committee**

- 1.1 This application is referred to the Planning Committee because the applicant is related to a Member of the Council.

### **2.0 Synopsis**

- 2.1 The key issues explored below are that of design and amenity. The proposal is considered to have an acceptable design that would not result in any amenity issues – such as overlooking or overshadowing. Approval is recommended.

### **3.0 Site Description and Context**

- 3.1 The application property is a red brick and plain tile detached two-storey dwelling with attached single-storey addition and detached single garage set in spacious grounds. The property is setback approx. 40 metres from the highway, with an intervening coppice of trees located between the application property and the highway. The application site is bounded by agricultural land to the north and west, with the nearest residential properties located to the east (Airlie) and south-west (Owlstree House), both of which are two-storey properties.

### **4.0 Description of the Proposal**

- 4.1 The proposal is for the demolition of the existing detached single garage, and attached single-storey utility room, and erection of single-storey and two-storey extensions.
- 4.2 The single-storey elements include the provision of a dining room, utility, w/c, workshop and triple garage to the front and side of the dwelling. The single-storey extensions would be a maximum of 4.7 metres in height, and protrude approx. 11.5 metres forward of the existing dwellinghouse. The dining room, utility and workshop would be finished in a cream render, with roof tiles to match the existing plain tiles.

The triple garage would be finished in back hardiplank cement boarding, and matching plain tiles to the roof. Three roof-lights are proposed in the roof slope of the workshop and garage extensions, all facing into the site.

- 4.3 The two-storey element to the side of the dwelling includes the provision of an extended family kitchen at ground floor, with an additional bedroom at first floor. The extension would be a maximum of 8.8 metres in height, and 7.1 metres in width. The extension would be finished in cream painted render, and plain tiles to match existing.
- 4.4 The application drawings also include a rear facing dormer window in the roof slope of the existing dwelling. This dormer window would be classed as permitted development and therefore does not form part of the proposal.

## **5.0 Land Use Allocation**

- 5.1 Residential

## **6.0 Relevant Planning History**

- 6.1 None

## **7.0 Principal Policies**

- 7.1 Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The National planning Policy Framework (NPPF) must also be taken into account in planning decisions and sets out the Government's planning policies are to be applied. The NPPF makes clear that the purpose of the planning system is to contribute to the achievement of sustainable development. There are three dimensions to sustainable development: economic, social and environmental.
- 7.2 Continuing the themes of the NPPF, the adopted Colchester Borough Core Strategy (adopted 2008, amended 2014) adds detail through local strategic policies. Particular to this application, the following policies are most relevant:

UR2 - Built Design and Character

- 7.3 In addition, the following are relevant adopted Colchester Borough Development Policies (adopted 2010, amended 2014):

DP1 Design and Amenity

DP13 Dwelling Alterations, Extensions and Replacement Dwellings

DP19 Parking Standards

- 7.4 Further to the above, the adopted Site Allocations (adopted 2010) policies set out below should also be taken into account in the decision making process:

N/A

- 7.5 Regard should also be given to the following adopted Supplementary Planning Guidance/Documents:

Vehicle Parking Standards  
Extending Your House?  
The Essex Design Guide

## **8.0 Consultations**

- 8.1 CBC Environmental Protection – Suggest advisory note and condition regarding the Control of Pollution during Construction & Demolition Works, and hours of working.
- 8.2 Natural England – No comments to make regarding this application.

In addition to the details reported above, the full text of all consultation responses is available to view on the Council's website.

## **9.0 Parish Council Response**

- 9.1 No comments have been received from the Parish Council.

## **10.0 Representations**

- 10.1 None received.

## **11.0 Parking Provision**

- 11.1 No change.

## **12.0 Open Space Provisions**

- 12.1 No change.

## **13.0 Air Quality**

- 13.1 The site is outside of any Air Quality Management Area and will not generate significant impacts upon the zones.

## **14.0 Development Team and Planning Obligations**

- 14.1 This application is not classed as a "Major" application and therefore there was no requirement for it to be considered by the Development Team and it is considered that no Planning Obligations should be sought via Section 106 (S106) of the Town and Country Planning Act 1990.

## 15.0 Report

15.1 The application site is located outside of the defined settlement boundary of Stanway. Policy DP13 of the adopted Colchester Borough Development Policies (adopted 2010, amended 2014), states development of this nature outside of the settlement boundaries will be supported only where all the following relevant criteria can be met:

- (i) Respects and enhances the character of the original dwelling and does not significantly alter its size;
- (ii) Respects and enhances the landscape character and setting of the site and the wider rural area; and
- (iii) Avoids a cramped form of development and retains an appropriate level of private amenity space for the occupants of the dwelling.

The principle of development is therefore acceptable, subject to the detailed criteria above.

### Design and Layout

15.2 The proposed two-storey extension would be recessed from the existing dwelling by an appropriate amount and would be 0.5 metres lower than the existing dwelling. Both of these factors would mean that the proposal would be read as a subservient addition that would not overwhelm the original dwelling.

15.3 The single-storey extensions whilst projecting forward of the existing dwelling would not harm the setting of the site, given its spacious setting and setback from the highway, and given the break in roof levels between the workshop extension and triple garage, the garage would read as a separate addition. This is accentuated by a change in materials between the workshop and garage.

15.4 Whilst the roof materials are to match the existing plain tiles found on the dwellinghouse, the proposed facing materials differ from that on the existing dwelling, being soft red bricks. Given the age of the property, likely to be circa 1930, finding a suitable brick match may be difficult. The proposal therefore includes a cream painted render and black hardiplank cement boarding to the triple garage. These materials are considered to be acceptable, and assist in reading the extension as a subservient extension and a later addition to the historic evolution of the property.

### Impact on the Surrounding Area

15.5 Church Lane is a rural lane punctuated by large residential properties set within spacious grounds. The application site itself is large and can accommodate the proposed development comfortably.

15.6 Neighbouring properties are two-storey in form, with single-storey attached and detached additions. The pallet of materials on surrounding properties are also mixed, with in particular Robin Hill to the north of the site which has a mixture of red brick, cream painted render and black boarding.

- 15.7 The site is fronted by a small coppice of trees (which is outside of the red line of the application) which helps to screen the property from views from the public highway. It is considered the proposed development will not have any adverse impact on landscape character, the setting of the site and the wider area.

#### Impact on Neighbouring Properties

- 15.8 Regarding amenity the nearest neighbour to the proposal is the property known as Airlie to the north of the application site. The proposed extension would be a minimum of 3.2 metres from the boundary, and approx. 21 metres from the side elevation of Airlie. Whilst the boundary line is formed by metre high chestnut pale fencing, there are a number of mature trees within the ownership of the neighbouring property which would help to screen the development. In any event given the distance of the extension to Airlie, and that no first floor side windows are proposed in the two-storey extension, the proposal is not considered to have any adverse impact on the amenities of neighbouring properties by way of overlooking or overshadowing.

#### Other Matters

- 15.9 The proposal will retain an appropriate level of private amenity space for the occupants of the dwelling, and would not appear cramped or overdeveloped.
- 15.10 It is noted that the parking spaces within the triple garage are under-sized when assessed against the adopted Parking Standards, however the property is afforded significant parking, turning and manoeuvring facilities within its frontage, which would still be retained following the implementation of this development. As a result, the under-sized parking spaces are not considered to be a reason to refuse planning permission.

### **16.0 Conclusion**

- 16.1 The design is considered acceptable and there would be no detrimental amenity impacts. The proposal is therefore considered acceptable and would comply with Policies DP1, DP13 and UR2.

### **17.0 Recommendation**

- 17.1 APPROVE subject to the following conditions

### **18.0 Positivity Statement**

- 18.1 The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

## 19.0 Conditions

### 1 - Time Limit for Full Permissions

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990, as amended by the Planning and Compulsory Purchase Act 2004.

### 2 - \*Development to Accord With Approved Plans

The development hereby permitted shall be carried out in accordance with the details shown on the submitted Drawing Numbers 03B and 02F.

Reason: For the avoidance of doubt as to the scope of this permission and in the interests of proper planning.

### 3 - Materials as Stated in Application

The external facing and roofing materials to be used shall be those specified on the submitted application form and drawings.

Reason: To ensure that materials are of an acceptable quality appropriate to the area.

## 19.0 Informatives

### (1) **ZT0 – Advisory Note on Construction & Demolition**

The developer is referred to the attached advisory note Advisory Notes for the Control of Pollution during Construction & Demolition Works for the avoidance of pollution during the demolition and construction works. Should the applicant require any further guidance they should contact Environmental Control prior to the commencement of the works.

(2) All works affecting the highway should be carried out by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority and application for the necessary works should be made by initially telephoning 08456 037631.

### (3) **ZTA - Informative on Conditions Stating Prior to Commencement/Occupation**

PLEASE NOTE that this permission contains a condition precedent that requires details to be agreed and/or activity to be undertaken either before you commence the development or before you occupy the development. This is of critical importance. If you do not comply with the condition precedent you may invalidate this permission. Please pay particular attention to these requirements.