

Proposed Demolition of Two Existing Houses and
Construction of Two New Dwellings
141 Thorpe Road
Kirby Cross
Frinton-on-Sea
CO13 0NQ

Planning and Heritage Statement

Background

This full planning application seeks consent for the demolition of pair of semi-detached houses and the construction of a new house and a new bungalow

The Site and Context

The site is broadly rectangular and is located to the south of Thorpe Road, the B 1033 between Thorpe-Le-Soken and Frinton-on Sea.

The area of the site is 0.13 hectares, and the site has a frontage of approximately 29.6 metres and a depth of just over 46 metres. The site is surrounded on all side with residential development and can be considered as an infill development within a sustainable location being within the Frinton, Walton, Kirby Cross and Great Holland settlement boundary as shown in the Local Plan.

The site contains within it a semi-detached house with access on to Thorpe Road with sheds and greenhouses to the rear. The house has been vacant for some time. It is of timber construction, part boarded, and part rendered, over the original boarding, under a slate roof. The building is not considered viable to repair to current building standards.

Thorpe Road contains both single storey and two storey housing in a wide variety of architectural styles none of which are particularly distinctive with the exception of Red Roofs, diagonally opposite the application site and Mill House, No 127 Thorpe Road to the east of the site. Both of these properties are Grade II Listed and discussed in more detail below.

A recent development of housing, known as the Laurels, is directly to the south of the site.

Heritage

Red Roofs is a C18 Grade II Listed House. Listing Number 1317210. The listing reads:

Red brick, Hipped red plain tiled roof with 2 glazed lights. Right and left red brick chimney stacks. 2 storeys and attics. 3 windows to the first floor, 2 to ground floor, all light vertically sliding sashes with gauged brick arches excepting two lights to the first floor central window. Shutters to all windows. Tall windows to ground floor. Central 4 panelled 2 light door, reeded surround to frieze, flat canopy. Stick staircase and original doors and surrounds internally.

Red Roofs is diagonally opposite the application site, on the north side of Thorpe Road, approximately 25 metres away. The road forms a distinct separation from the proposal.

To the east of Red Roofs there is a line of two storey housing starting directly on the boundary and close to the house. There is a greater separation to the nearest property to the west, no 146 Thorpe Road this house also being slightly set back.

Directly opposite Red Roofs sits a thatched cottage set back from the road by about eight metres. The existing property on the application site, that is to be demolished as part of this proposal, is two storey and is located close to the back of the pedestrian footpath.

The proposal to demolish this house and replace it with a chalet style house, with ground floor and first floor within the roof space, and a bungalow, both set back from Thorpe Road by around 12 metres that is similar to the established line of development. This will result in visually opening up slightly this part of the street.

The setting of Red Roofs is not affected by this proposal.

Mill House, 127 Thorpe Road, is the only other heritage asset in proximity and sits approximately 100 metres west of the application site, with mixed housing development between it and the application site.

Mill House is a Grade II Listed House. Listing number 1111537, first listed in 1950. The listing reads:

Mill House 6/50 (formerly listed as a group of 3 thatched cottages west of Methodist Chapel) Cottage. Late C16 with C17 alterations. Timber frames and plastered, brick plinth. Red plain tiled roof. Right and left red brick chimney stacks, that to left external. One storey and attics. Single storey extension to left with roof hipped to left, this with one window and vertically boarded door. 3 gabled dormers to main range with 2 light casements. 2 small paned vertically sliding sashes. Central 2 panel 2 light door.

The property is remote from the application site, separated by established development, and is not impacted by the proposed development.

Proposals

The proposal removes the existing sub-standard semi-detached dwellings and replaces this with two new detached dwellings.

Plot 1 is designed as a bungalow carefully considered with tiled hipped roofs and brickwork elevations with some cladding incorporated to add some distinctiveness to the elevations. The use of a bungalow design here is similar to the existing bungalows within the street scene

Plot 2 is designed as a chalet style house with full ground floor storey and first floor partly within the roof space. The house is to be clad in black weather boarding on a brick plinth and under a tiled roof. This arrangement is sympathetic to the form of the thatched cottage to the east and also relates to the proposal for Plot 1.

The layouts of the bungalows are designed to equal or exceed the space standard set out in the technical guidance to the Nationally Described Space Standards.

The use of single storey dwellings and one and a half storeys, for the layout avoids overlooking of neighbours, fits in with established street scene, and minimises any impact on the wider environment.

Private amenity space is provided to each dwelling with 250 m² to Plot 1 and 295m² to Plot 2, well in excess of the council's usual requirements.

Highways and Access

Thorpe Road is within a 30 mph restricted speed zone. The site currently has an access from Thorpe Road, over an approximately 2 metre wide pedestrian footpath, although this access has not been fully used for some time. This proposal creates a new access, centrally on the site, to be shared by the two properties, with a width of 6 metres and incorporating pedestrian visibility splays. The existing access will be closed off and the footpath etc made good.

The frontage to the site can accommodate parking spaces with space for turning to enable vehicle to leave the site in forward gear. There is also sufficient space for the collection of refuse on the selected days. A minimum of 2 parking spaces per dwelling has been allowed for.

Garages are to be provided with minimum internal dimensions of 7 m x 3m allowing provision for lockable storage for cycles and recycling storage.

The topography of the site is fairly flat providing suitable access for the less mobile.

Electric Vehicle charging points will be provided for each dwelling

Trees and Landscape

There are no trees of any significance on the site. The existing hedgerow to the frontage will be cut back to allow for the new access and reinstated where the existing access is removed. The hedge line will continue to both sides of the new access.

Two new trees are proposed to the frontages that in time will contribute to the street scene.

Flooding

The land is within Flood Zone 1, at low risk of flooding, and at low risk of surface water flooding as defined on the Environment Agency Mapping.

Contamination

No contamination testing has been carried out at this stage but the long-term use of the plot as a garden does not raise any particular concerns in this regard. Work on site will take account of the relevant legislation relating to contamination and safe working practices.

Energy Conservation and Renewables

The new properties will be constructed in compliance with the latest Building Regulation standards, with commensurate high level of insulation, incorporating air source heat pumps with underfloor heating and the inclusion of Photo Voltaic panels, at roof level, for electricity generation.

Each property will be provided with a car charging point in a convenient location to the parking space.

Conclusion

This proposal within the defined settlement boundary of Frinton, Walton, Kirby Cross and Great Holland has been carefully considered to achieve a scheme that will fit in with the existing neighbourhood and replace sub-standard dwellings. The choice of bungalow and chalet for the development results in a scheme that avoids any overlooking and has minimum visual impact. The proposal has no impact on the heritage assets.

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December 2023