

**20/00438/FUL**

**284 FERRY ROAD, HULLBRIDGE, ESSEX, SS5 6ND**

**EXTENSION AND REFURBISHMENT OF EXISTING BUILDING, REMODELLING AND EXTENSION TO THE CAR PARK, REVISED TERRACE AND NEW PEDESTRIAN ACCESS AND ASSOCIATED INFRASTRUCTURE FOLLOWING THE DEMOLITION OF THE EXISTING EXTENSIONS.**

**APPLICANT: OAKMANS INNS AND RESTAURANTS LTD  
MR MALCOLM SCHOOLING**

**ZONING: NO ALLOCATION**

**PARISH: HULLBRIDGE**

**WARD: HULLBRIDGE**

## **1 RECOMMENDATION**

### **1.1 It is proposed that the Committee **RESOLVES****

That planning permission be approved 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.

REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- (2) The development approved shall be undertaken in strict accordance with the following approved plans: TA-011 Proposed Site Plan, TA-PA-012 Proposed Ground Floor Plan, TA-PA-013 Proposed first floor Plan, TA-PA-014 Proposed Roof Plan, TA-PA-015 Proposed Elevations, TA-PA-018 Proposed Ground Floor Demolition Plan, TA-PA-020 Visualisation 1, TA-PA-031 Proposed Area Schedule, TA-PA-041 Proposed Site Elevations, TA-PA-050 Parking Diagram.

REASON: To ensure that the development is undertaken in accordance with the approved plans.

- (3) Prior to the construction of any buildings on site samples (or where considered appropriate details of specification and finish) of all external materials to be incorporated into the development on all external finishes shall be submitted to the Local Planning Authority for its written approval. These details shall include external cladding including its colour finish, glass, and frame casing, windows, doors, fascias, bargeboards, soffits and all rainwater goods. The development shall be implemented in accordance with the approved details and permanently maintained as such thereafter.

REASON: To ensure a satisfactory appearance in compliance with Rochford District Council's Local Development Framework's Development Management Plan policy DM1.

- (4) Prior to first installation, details of an external lighting scheme shall be submitted to the Local Planning Authority for its written approval. Such details shall include details of all external lighting and illumination within the development site, including details of the height and position of all lighting columns, together with details of luminosity. Lighting shall be installed in accordance with the details as approved.

REASON: To ensure adequate control over design and to ensure a satisfactory appearance in the interests of visual amenity in compliance with policy DM1 of Rochford District Council's Local Development Framework Development Management Plan (adopted December 2014).

- (5) Prior to the first use of the additional dining accommodation, the existing parking bays (49 in number) shall be reconfigured and clearly marked in accordance with the parking bay dimensions cited by the application and 5.0 metres in length by 2.6 metres in width and as shown by plan reference TA-PA-050 (Parking Diagram).

REASON: To maximise the use of the existing car park to alleviate pressure on the offsite provision of surplus parking at peak times in compliance with policy DM30 of Rochford District Council's Local Development Framework Development Management Plan (adopted December 2014).

- (6) Prior to the first use of the additional dining accommodation the additional parking bays shall be constructed and clearly marked in accordance with the parking bay dimensions cited by the application details and made available for use in their entirety as shown by plan reference TA-PA-050 (Parking Diagram). The parking as approved shall remain for the use for parking of vehicles only in perpetuity.

REASON: To ensure adequate parking provision in connection with the proposed development and ongoing use of the site in compliance with policy DM30 of the Rochford District Council's Local Development Framework Development Management Plan (adopted December 2014).

- (7) The development shall meet the BREEAM rating of very good.

REASON: To ensure that the development meets the required standards of sustainable design in compliance with policy ENV 10 of Rochford District Council's Local Development Framework Core Strategy.

- (8) The development including pre - development assessments shall take place in accordance with the recommendations of the submitted Bat Report (prepared by Applied Ecology: May 2020) which are to be undertaken in full with the recommendations at 3.4 to 3.9 (inclusive of the report).

REASON: To safeguard against potential harm to protected species and to provide for biodiversity enhancement in compliance with The Natural Environment and Rural Communities (NERC) Act came into force on 1 October 2006. Section 41, policy ENV1 of the council's Local Development Framework Core Strategy and Policy DM27 (Species and Habitat Protection) of Rochford District Council's Local Development Framework Development Management Plan (adopted December 2014).

- (9) The tree removal and measures for the protection of trees to be retained shall be undertaken in accordance with the recommendations of the Arboricultural Impact Assessment 2.1-3.7 (inclusive) prepared by Oisín Kelly: 20th May 2020.

REASON: To safeguard existing tree and hedgerows in accordance with policies DM25 and DM 26 of Rochford District Council's Local Development Framework Development Management Plan (adopted December 2014).

- (10) Prior to the construction of the new parking area or any other hard surfaces in connection with the development, a sample or detailed specifications of any permeable paving or any retaining feature shall be submitted to the Local Planning Authority for its written approval. The development shall be implemented in accordance with such details as may be agreed.

REASON: To ensure a satisfactory appearance in compliance with Rochford District Council's Local Development Framework's Development Management Plan policy DM1.

- (11) Prior to the installation of any external extraction equipment to the building hereby approved details shall have been submitted to and agreed in writing by the Local Planning Authority; any equipment shall be installed in accordance with the details agreed.

REASON: In the interests of visual amenity and to ensure a satisfactory appearance in compliance with policy DM1, of Rochford District Council's Local Development Framework Development Management Plan.

- (12) Prior to the undertaking of any soft landscaping works, details of the species type, including the height of all plants at their time of planting, planting mix and planting density shall be submitted to the Local Planning Authority for its prior approval.

REASON: In the interests of visual amenity and to ensure a satisfactory appearance in compliance with policy DM1, of Rochford District Council's Local Development Framework Development Management Plan.

- (13) The soft landscaping shall be implemented in its entirety during the first planting season (October to March inclusive) following commencement of the development. 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.

REASON: To enable the Local Planning Authority to retain adequate control over the landscaping of the site, in the interests of visual amenity and to promote biodiversity in compliance with policies DM1 and DM27 of Rochford District Council's Local Development Framework Development Management Plan.

- (14) Prior to the first use of the development approved a total of 14 covered cycle parking spaces shall be provided on site in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to its installation. The cycle parking shall remain in perpetuity.

REASON: To provide adequate provision for bicycle users in compliance with the Essex Parking Standards (Design and Good Practice) (September 2009).

- (15) Prior to the first use of the development approved the 2 electric car charging points as highlighted by the application submission shall be provided and be capable of functional use, in accordance with details

and location which shall have been submitted to and approved in writing by the Local Planning Authority.

REASON: To promote / support sustainable transport modes in compliance with the provisions of Chapter 9 of the National Planning Policy Framework (NPPF 2019) Promoting Sustainable Transport.

- (16) No works except demolition shall takes place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme should include but not be limited to:
- Verification of the suitability of infiltration of surface water for the development. This should be based on infiltration tests that have been undertaken in accordance with BRE 365 testing procedure and the infiltration testing methods found in chapter 25.3 of The CIRIA SuDS Manual C753.
  - Unrestricted discharge to the River Crouch for all storm events up to and including the 1 in 100 year rate plus 40% allowance for climate change.
  - Modelling needs to be provided showing that surface water can be managed for a 1 in 100-year pluvial storm event plus climate change and a 1 in 20 year tidal storm event coinciding.
  - Final modelling and calculations for all areas of the drainage system.
  - Detailed engineering drawings of each component of the drainage scheme.
  - A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.
  - A written report summarising the final strategy and highlighting any minor changes to the approved strategy.

REASON: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site. To ensure the effective operation of SuDS features over the lifetime of the development. To provide mitigation of any environmental harm which may be caused to the local water environment. Failure to provide the above required information before commencement of works may result in a system being installed that is not sufficient to deal with surface water occurring

during rainfall events and may lead to increased flood risk and pollution hazard from the site.

- (17) Prior to occupation a maintenance plan detailing the maintenance arrangements including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies, shall be submitted to and agreed, in writing, by the Local Planning Authority.

Should any part be maintainable by a maintenance company, details of long-term funding arrangements should be provided. Failure to provide the above required information prior to occupation may result in the installation of a system that is not properly maintained and may increase flood risk or pollution hazard from the site.

REASON: To ensure appropriate maintenance arrangements are put in place to enable the surface water drainage system to function as intended to ensure mitigation against flood risk.

- (18) The applicant or any successor in title must maintain yearly logs of maintenance which shall be carried out in accordance with any approved Maintenance Plan. These must be available for inspection upon a request by the Local Planning Authority.

REASON: To ensure the SuDS are maintained for the lifetime of the development as outlined in any approved Maintenance Plan so that they continue to function as intended to ensure mitigation against flood risk.

- (19) The development hereby permitted shall not be commenced until the existing pipes within the extent of the site, which will be used to convey surface water, are cleared of any blockage and are restored to a fully working condition.

REASON: To ensure that drainage system implemented at the site will adequately function and dispose of surface water from the site. Failure to carry out the required maintenance before commencement of works may result in a system being installed that is not sufficient to deal with surface water occurring during rainfall events and may lead to increased flood risk and pollution hazard from the site.

## **2 PLANNING APPLICATION DETAILS**

- 2.1 This application follows a previous planning application (19/01183/FUL) which was withdrawn for the same refurbishment and extension of the building as is now proposed. However, the previous application did not propose the provision of as much additional parking as is now proposed. The current application seeks to address parking concerns of the previous proposal.

- 
- 2.2 The proposal involves the removal of 100.9sqm of existing floor space and the creation of 315.9sqm resulting in a net increase in floor area of some 215m<sup>2</sup> of internal floor space. The proposal seeks to demolish the existing dining room to the north, revealing the historic core of the building and construct a new restaurant and kitchen extension to the building.
- 2.3 The submitted plans indicate that the additional floor space would be housed within an extension which would feature 4 interlinking steeply pitched roofs which would be orientated with their narrower gable elevations facing the River Crouch. Part of the footprint of the extension would occupy ground on which outbuildings are sited; these would be demolished to make way for the development. The highest ridgeline would be approximately 8.6 metres which compares with the 6.4m, 7.1m and 5.7m high ridgelines of other parts of the building. The gable widths of the 4 sections of the extension would also vary being 6.3m, 5m and 4 metres, respectively.
- 2.4 The predominant proposed external facing material would be glass to the gable elevations which would face the River Crouch offering views from the dining area in its direction. Upper elevations would feature timber cladding.
- 2.5 This application also seeks to provide additional car parking within an area of land to the south and south east of the existing building, partly in that area in between the rear elevation of the building and the public car park located directly south of the site boundary.
- 2.6 The existing access to the site from Ferry Road would be retained with a secondary pedestrian access added to the north west of the site, allowing for easier access from the river path and Ferry Road. Currently there are 49 car parking spaces. This is to be increased to 72 with the inclusion of 4 disabled spaces and 2 electrical charging points. There would also be dedicated cycle parking for 14 bicycles.
- 2.7 The existing entrance to the pub would be removed and reinstated in the primary facade to the north of the site. The car park is to be resurfaced to match the existing with new planting around the existing building and proposed pedestrian entrance. To aid with the drainage on the site spaces 23-50, and the connecting road would be permeable.
- 2.8 The reconfiguration and extension of the existing public house and restaurant would result in the removal of the more modern additions to the building to allow the original pub to be clearly viewed from the river. The proposal involves removing the dining room to the north of the building, the flat roofed connection conservatory on the eastern side of the building and the pyramid roof above the back of house area to the south to allow greater ceiling height in these areas. In addition, the gabled porch to the entrance to the building on the western side would also be removed.
- 2.9 The proposal provides a modern extension to the eastern side of the building to maximise the views along the River Crouch in a contemporary boathouse

style. The proposed design also provides a terrace for dining along the building, providing a link between the public house and garden overlooking the river.

### **3 MATERIAL PLANNING CONSIDERATIONS**

#### **Site and Context**

- 3.1 The Anchor Pub is located in Hullbridge in a prominent site facing the River Crouch. The site is bounded by Ferry Road to the west, the River Crouch and a public footpath (Hullbridge No. 9 / PROW 287) to the north, which runs parallel to the river. The Yacht Club is to the east and a public car park to the south. The car park to the south is the free Riverside car park, operated by Hullbridge Parish Council which provides 125 spaces used by visitors to the river, community centre, local businesses, services and facilities. A private property, 286 Ferry Road, backs on to the site in the north-west corner. Immediately to the east of the application site is an existing slip way, which would be retained. To the western boundary of the site on the western side of Ferry Road are a terraced row of three listed buildings dating back to the 18th Century, and 313 Ferry Road, which is also of eighteenth-century origin and is grade II listed in its own right.
- 3.2 The site covers an approximate area of 5260m<sup>2</sup> and includes 49 parking spaces accessed from Ferry Road and a large pub garden facing the river. The footprint of the existing building is 522.8m<sup>2</sup>. The primary frontage of the existing pub/restaurant is looking north towards the river. The 'back of house' facilities are on the southern side of the building adjacent to the car park.
- 3.3 The site is without allocation in the Council's adopted allocation plan as there are no specific policies pertaining to the site in the Council's Local Development Framework. The land proposed for development is the adjoining land to the east of the Anchor Public House building which comprises informal open space.
- 3.4 The immediate locality comprises a mix of tenure including houses, bungalows and flatted accommodation. The design, appearance and scale of the nearby properties are also diverse. The Anchor is not a listed building nor is the site located within a designated Conservation Area. The site is located adjacent to the Crouch and Roach Estuaries (Mid- Essex Coast Phase 3) Special Protection Area (SPA) and the Essex Estuaries Special Area of Conservation (SAC).

#### **Planning History**

- 3.5 The existing building shows up on historical O.S. maps between 1922 and 1938. Before this the Anchor Inn was situated directly off Ferry Road. The Anchor Inn was demolished when the pub was resituated. In 1937 the 400-year-old Inn was pulled down to make way for the existing building which was built by Byford Brothers with the building facing the river and not Ferry Road



as did its predecessor. In 2016 consent was given for a new 20 bed hotel to be built on the site, on the eastern side of the existing pub which would have remained unaffected (16/00410/FUL).

3.6 The hotel proposal was for a two-storey block, (gross internal floor area of approximately 750m<sup>2</sup>), with a combination of hipped, flat and half hipped roofs. The primary aspect of the rooms would have been east-west and not facing the river. The exterior of the building approved was brick at ground floor with clay tiles at first floor. The proposal included an additional 23 car parking spaces, following the removal of the existing vegetation with the possibility of 12 bicycle spaces achieved at the loss of two parking spaces.

3.7 Other planning history for the site is as follows;

- 87/00634/FUL: Extension to existing public house and car park to provide new bars, toilets, kitchens and stores. Application permitted.
- 88/00155/COU: Change of use to children's play area, construction of car park to serve existing public house (admen to approved scheme) and retention of access thereto. Application permitted.
- 88/03008/ADV: New signs and lighting to public house and car park. Application refused.
- 89/03006/ADV: New signs and exterior lighting. Application refused.
- 96/00290/ADV - Display Free Standing Externally Illuminated Advertisement. Refused 25 July 1996.
- 96/00048/FUL - Retain Wall Mounted Lighting, Low Level Bollard Car Park Lighting, Tree Mounted and Post Mounted Lighting, Ground Level Uplighters. Approved 03 April 1996.
- 95/00595/FUL - Retention of Low-Level Bollard Lights, Post Mounted Lights, Wall Mounted and Tree Mounted Lights. Withdrawn 05 February 1996.
- 95/00594/FUL - Proposed Installation of Two Ground Mounted Floor Lights and Wall Mounted Lights and Lanterns. Withdrawn 05 February 1996.
- 95/00593/ADV - Display Two Illuminated and Two Non- Illuminated Painted 'Anchor' Advertisements, Illuminated Painted Board Signs (Wall Mounted), Two Nonilluminated Free-Standing Board Signs and Illuminated Free Standing Swing Signs. Approved 14 March 1996.
- 95/00330/FUL - Single Storey Entrance Porch and Single Storey Rear Extension. Approved 07 September 1995.
- 07/00803/FUL: Single Storey Pitched Roofed Open Structure to Provide All Weather Shelter to Part of Patio. Application permitted.

- 09/00565/FUL: Construct Decking Areas and Patio Terracing, New Entrance Porch, Two x Jumbrellas, New Disabled WC, Binstore and Yard, New Windows and Doors, Pitched Roofed Barbeque Structure. Application permitted.
- 10/00610/FUL: Enlarging and Enclosing Eastern Side Deck Area To Form Orangery With Folding Sliding Doors Flat Roof And Rooflights  
16/00410/FUL Construction Two Storey Building To Provide 20 Bedroomed Motel, Car Parking And Landscaping.
- 19/01183/FUL: Demolish part of main building and demolish outbuilding, construct single storey pitched roofed side extensions, deck area, external lighting and re-model car park: Withdrawn 16/03/2020.

### Design

- 3.8 The planning submission sets out the purpose and rationale in respect of the proposed development which it is stated would modernise and rejuvenate the existing building and provide a larger, more ergonomic and spacious dining space, able to accommodate up to 156 covers, an increase of 25 covers on the existing situation. This increased, flexible, open plan dining area is part of a wider drive to reinvigorate the public house to ensure its on-going viability.
- 3.9 The proposal is designed to expand the offering of The Anchor, which offers a popular all day eating and drinking venue, close to the River Crouch, for individuals, groups and families. The success of the public house is currently limited by the lack of open plan dining space, covers and the usability of the existing space, which this application seeks to address.
- 3.10 The proposed works to the car park would create two electric car charging points and 14 cycle parking spaces, to help promote sustainable modes of transport, along with four disabled parking spaces, while increasing the number of car parking spaces on site from 49 to 72. The changes to the public house entrance would improve legibility, while hard and soft landscaping of the new car park and approaches to the public house would enhance the visual appearance and help to maintain and strengthen the visual screen from the adjacent car park and the yacht club.
- 3.11 The remodelling and extension of the building would create the opportunity to make more of the site's riverside location for outside dining as well as revealing the building's historic core.
- 3.12 Policy CP1 of the Rochford District Council's Local Development Framework Core Strategy requires development to attain high quality design that reflects local character and distinctiveness. This aspiration is reflected also by Policy DM1 (Design of New Developments). These in turn are aligned with the principles of appropriate and high-quality design as set in the National Planning Policy Framework. Policy DM1 requires new developments to promote the character of the locality to ensure that the development is

positively contributing to the surrounding natural and built environment. The Essex Design Guide 2018 (Architectural Details) is also a material consideration to the assessment of the acceptability of the proposed design.

- 3.13 The creation of high-quality buildings and places is fundamental to what the planning process should achieve. Good design is a key aspect of sustainable development and creates better places in which to live and work.
- 3.14 Over time various additions have been made to the original Anchor Pub building, both to the rear to increase back of house service areas, and to the northern side, to increase the amount of dining space. The most recent 2010 addition (10/00610/FUL) unfortunately blocks the prime views from the rest of the pub. This is accentuated by the fact the extension is raised by 45cms which further blocks views and obstructs level access to the prime dining area.
- 3.15 The main entrance of the pub would be moved to the primary north facing facade, from its current location on the west of the building. This would allow for direct access to the bar and then secondary access to the proposed extension. The internal configuration of the existing building would remain mostly unchanged however the toilets would be re-arranged to create a greater number of facilities and a new disability compliant toilet.
- 3.16 The new proposal consists of 4 gabled bays, each pointing towards the river. The first would create a buffer zone between the bar and the new restaurant area as well as a secondary access to the terrace and pub garden beyond. The second and third volumes would be the two biggest spaces containing the majority of the new dining space with a feature fireplace in the centre.
- 3.17 The fourth and final space is proposed as a semi-private space which can be closed off to provide a space for functions and private dining. The southern side of the proposal would house the open kitchen, pizza oven and dispensary which could be viewed directly from the dining room. There would also be a separate block of toilets which would serve the dining rooms and which could also be accessed from the pub garden.
- 3.18 The proposed extension would be situated along the same axis as the existing pub building. Views across the River Crouch would be maximised and would not block the primary aspect of the existing building. This layout would also provide an area for a continuous terrace along the north of the building, linking the building with the existing pub garden.
- 3.19 The pitched roof volumes would create a vibrant facade facing the river, and a range of interesting spaces within. The tallest volume, containing the main dining space would align with the ridge of the existing pub in height. The footprint of the proposed extension would be stepped, and this combined with the differing gable heights would break down the overall bulk of the proposal.

- 
- 3.20 The extension would be covered in vertical timber cladding which would continue onto the roof. The principal external cladding material would be Siberian larch batten. In places along the ground floor facade the larch battens would act as screens in front of the glazed windows behind.
- 3.21 The proposed extension would be sited behind the existing building when viewed from Ferry Road however, parts of the extension would be visible beyond the existing building. The extensions would be seen from various other positions. These include views from the public footpath that runs parallel to the River Crouch where the full extent of the main facade would be seen across the existing pub garden. The new pedestrian entrance to the north of the car park would give glimpses of the glazed gable ends across the new and existing terrace.
- 3.22 The proposed extensions would appear as stand out rather than subservient additions, visually different to the existing building which does not provide any particular design reference worthy of any particular note or which it is considered any proposed extensions must follow.
- 3.23 Due to the open nature of the site the extensions would also be visible from across the river. The varying gable elevations would create a dynamic form that would change as the viewer moves.
- 3.24 The pitched roof arrangement of the extension proposed is reminiscent of a series of boathouses while allowing views through the roof-scape that would break up the mass of the development and ensure that it would appear less visually intrusive than the previously approved 20-bedroom hotel. The large windows on the proposed extension would create a modern appearance whilst the timber cladding would draw a more traditional feel which is in keeping with the existing public house, its riparian setting and nearby heritage assets.
- 3.25 It is noted that concern has been expressed in response to public consultation that the proposal would not be appropriate in relation to the existing built form. To justify finding a development objectionable in respect of design, form and scale, demonstrable harm would need to be identified to underpin that finding, which in this instance is not considered to exist. The proposed design in terms of scale, appearance and form would contrast with the existing building but would not be detrimental to visual amenity nor give rise to harm to the setting of any historical building or asset and its wider setting.
- 3.26 It is considered that the design rationale is well founded in that the development would improve views from the existing pub, and from the new extension. The design arrived at is considered a favourable option given the two alternative configurations that were investigated by the applicant. A development perpendicular and in line with the existing pub was deemed to be too 'dominant' on the site and the existing pub. In line appeared too 'flat' creating a long unbroken facade. As a result, a combination of the two forms was developed, which is now the proposal for consideration which would

maximise views and also create a series of different volumes and interior spaces facing the view.

- 3.27 It is considered that the proposal is acceptable and constitutes an improvement on the design of the previously approved 20-bedroom hotel development which has not been implemented.
- 3.28 The roof angles of the proposed extension have been derived from the roof of the existing pub building. The existing hipped roof has 3 different angles and for the proposed gables the lowest two angles, 55 and 60 degrees were used. Regard has also been given to the height of the extensions which have been kept within the constraints of the previous consented scheme.
- 3.29 Removing the recent dining room extension to the existing pub would restore its clarity and would simplify the overall composition.
- 3.30 It is considered that the proposed extension has been specifically designed to be of high quality and good design whilst responding to the opportunities and constraints offered by the site and the wider area.
- 3.31 When viewed from the west the proposed extension would be sited behind the existing building, with a small element of the roof visible behind. Whilst the ridge height to the proposed extension would marginally exceed that of the existing building, the built form would not exceed the existing built form in depth and as such it is considered that the proposed siting limits the visual impact of the proposal when viewed from the northern and southern elevations. The eastern elevation would be more openly viewed and seeks to create a visually appealing elevation with a mix of timber cladding and glass.
- 3.32 The proposed development seeks to raise the quality of the design in the immediate vicinity, while enhancing passing views of the site from the River Crouch and the northern bank, in accordance with paragraph 124 of the NPPF.
- 3.33 Paragraph 127 seeks to secure a high standard of amenity for all existing and future users. The proposed extension would be separated and screened from the nearest dwellings along Ferry Road to the west, by the existing building and vegetation. The nearest dwellings to the west are separated by the 'Up River Yacht Club', the proposed extension would, therefore, be considered acceptable in terms of daylight, sunlight and not overbearing; a marked improvement on the previously approved 20-bedroom hotel block 16/00410/FUL.
- 3.34 The preservation of a good standard of amenity for all existing occupants of nearby dwellings has informed the design, orientation of the fenestration and suggested opening hours. The proposed development would function well and add to the overall quality of the area by being visually attractive, creating a boathouse-feel appropriate in this riverside location, not just in the short term but over the lifetime of the development.

---

**Impact on Heritage Assets**

- 3.35 Paragraph 189 of the NPPF requires that the heritage assets within the vicinity of a development be identified and the potential impact of the development on these assets be assessed.
- 3.36 The Anchor public house is not a listed building and is also not considered to be a non-designated heritage asset. The river crossing point of the Crouch is however considered to be a non-designated heritage asset through its historic significance. Numbers 307, 309 and 311 Ferry Road are a row of 18th century cottages located on the opposite side of the road from The Anchor and are all Grade II Listed. The impact of the proposed development on the designated and non-designated heritage assets is considered as follows.
- 3.37 The proposed extension would be modest in size compared to the previously approved 20-bedroom hotel and would not be materially higher than the existing public house and as such it would be screened from 307, 309 and 311 Ferry Road by the existing public house building which is already set well back within its plot and would also be screened by the vegetation located on Ferry Road. Therefore, it is considered that the proposed development would have no impact on the setting of 307, 309 and 311 Ferry Road, given the limited inter-visibility between the properties. The impact of the proposed development on 307, 309 and 311 Ferry Road is therefore considered neutral.
- 3.38 Number 313 Ferry Road is a semi-detached 18th century cottage located on the opposite side of the road and south of The Anchor. For the same reasons as above the impact of the proposed development on 311 Ferry Road would also be considered neutral.
- 3.39 The proposed extension of The Anchor would result in the loss of some fabric but would help support the continued use of The Anchor as a viable public house in accordance with the NPPF (2019) and as such would outweigh any minor loss to the fabric that would occur. The removal of the more modern garden room to the front of the property would unveil the historic core of the building and aid legibility as to the evolution of the building with a clear distinction between the original and the extended public house. It is considered that the proposed extension has been sensitively designed and would sit comfortably in this riverside setting, which coupled with the rationalisation of the rear roof-scape, frontage planting and use of quality materials would result in a positive impact on The Anchor public house.
- 3.40 During discussions with the conversation officer during the lifetime of the previous application which was withdrawn, comments were received regarding the potential impact of the proposal on views from the River Crouch and crucially the view of the historic river crossing from the opposite bank.
- 3.41 The applicant has provided images which provide an indication of how the proposal would look when viewed from the garden and from the opposite bank. As the building is set well back from the buildings that frame the river

crossing and beyond the current forward projection of the public house, it is considered that the proposed extension would not compete with the important view of the crossing. Essex Council Built Heritage and Conservation does not object to the proposed development.

- 3.42 It is considered that the proposed extension would not result in harm to any designated or non-designated heritage assets.

### **Surface Water Drainage**

- 3.43 The additional parking area would provide a greater area of hardstanding on the site which would give rise to potential for a greater degree of surface water runoff.
- 3.44 The information received from the applicant indicates that the existing drainage system which directs the runoff to a sewer in Ferry Road, would not be altered. As such, the new surface water drainage system would take runoff from the existing and new roof areas and the car park. Water percolating from the new car park would be directed to a Permavoid rainwater diffuser unit giving rise to a discharge rate of 8 l/p/s whilst all water would be directed via a filter drain 1m wide and 1.5m deep over a distance of 16.5m in the rear garden area of the site. The filter drain is intended to have a higher-level perforated pipe which would provide the inflow and a lower level perforated pipe towards the bottom of the trench which would provide the outflow. In between the two perforated pipes and below the lower level pipe would be a suitable filter material (not single size aggregate) to provide the water quality treatment. It is also proposed that the filter drain be unlined so that infiltration can take place prior to the outfall to the tidal River Crouch which would be at a rate of no greater than 32 l/p/s.
- 3.45 Having reviewed the SUDS Manual (CIRIA C753) Tables 26.2 to 26.4 it is confirmed that a non-residential roof area is likely to have a low contamination potential and that a SUDS feature such as a filter drain could adequately manage the pollution risk.
- 3.46 The Lead Local Flood Authority has no objection to the proposed surface water drainage approach subject to planning conditions as it is satisfied that the application demonstrates sufficient water treatment being provided for all water leaving the site.

### **Flood Risk**

- 3.47 A Flood Risk Assessment and SuDS report has been submitted to support the application. The existing building is within Flood Zone 1, the lowest category of flood risk whilst an area of the garden is shown to be located within Flood Zone 3. A large part of the site is at 'very low risk' from surface water flooding however the southern and eastern perimeter of the building is indicated to be at 'low risk of flooding'.

- 3.48 The National Planning Policy Framework indicates at paragraph 155 that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.
- 3.49 Policy ENV3 of the Rochford District Council Core Strategy 2011 requires that development is directed away from areas at risk of flooding and that the vast majority of development be accommodated within Flood Zone 1.
- 3.50 A Detailed Flood Risk Assessment and Drainage Strategy has been submitted as part of this application. This concludes that the main building would be above the modelled flood level and within Flood Zone 1. It is recommended that management sign up to the Environment Agency flood warnings and close the garden and terrace seating area upon receipt of a flood warning but in principle the proposed development within Flood Zone 1 is appropriate.

### **Economic Considerations**

- 3.51 The NPPF at Chapter 6 (Building a strong, competitive economy) indicates that planning policies and decisions should help create the conditions in which businesses can invest, expand, and adapt. Consideration should be given to the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.
- 3.52 The proposed development would reinvigorate the public house while delivering skilled and unskilled employment opportunities in the district, which should be supported. The additional function space would provide a valuable asset to the event industry as well as business communities locally by providing high quality function facilities and meeting space. The development would assist in retaining and creating new jobs to the equivalent of 38 full time jobs.
- 3.53 Core Strategy policy ED1 encourages development that enables the economy to diversify and modernise through the growth of existing businesses. The proposed development would allow an existing business to expand its offer by providing a larger dedicated dining area / function room(s), which would be able to accommodate up to 156 covers (not including bar areas) an increase of 25 covers. This increased dining area and function space is part of a wider drive to reinvigorate the site as a destination public house.
- 3.54 The proposed development would protect and enhance the existing public house and would be considered a positive contribution to the existing business. In addition, the proposal would encourage growth and tourism to the district, in accordance with Policy CLT11 of the Core Strategy, which is actively encouraged, particularly due to the coastal location of the site.



- 3.55 It is noted that the council's Economic Development officer supports the application on the basis of the stated policies. Considerable weight is given to this consideration in the light of the job retention and creation the development would instigate. The planning application form indicates that the number of full-time roles would increase from its current 15 to 25.

### **Car Parking**

- 3.56 The previous application proposed 3 additional car parking spaces over and above the existing 49 car parking spaces with the provision of 14 cycle spaces. In effect based upon the standards this constituted a shortfall of 40 car parking spaces commensurate with the requirements placed on new development of this type as set out by the adopted parking standard when taking into account the demolition of an existing 100m<sup>2</sup> which reduced the gross floor increase to 215m<sup>2</sup>.
- 3.57 The total floor area of the existing premises is approximately 522 m<sup>2</sup> on the basis of which the adopted parking standard would require a maximum of 104 car parking spaces.
- 3.58 In the consideration of the previous proposal it was identified that in relation to the proposed net additional increase in floor area (215 m<sup>2</sup>) that there would have been a significant shortfall in parking provision to serve the development. Although it was appreciated that the current parking provision has served the purpose of the current layout and use, it was considered that the shortfall could not have been entirely met or offset by reason of the proximity of the site to public car parking which is located directly adjacent to the site.
- 3.59 It was recognised in the consideration of the previous application that the neighbouring car park serves a public use and would have been in danger of becoming an overspill car parking area to serve the development site. Although it may be the case that some patrons would travel by other modes of transport, it remains the case that many may visit by car. On street parking may not that at this location (at the terminus of Ferry Road) give rise to highway safety issues if cars were to park on the highway, as there is no passing traffic travelling at speed. In addition, the parking standard for the proposed use sets a maximum rather than minimum requirement, however there is a need nevertheless to ensure that appropriate on-site parking provision be made.
- 3.60 It was recognised in the consideration of the previous application that under provision of parking within the site had the potential to give rise to amenity issues in terms of impacts upon the amenity of residential properties in the area if car movements and parking were not to entirely taking place within the site. This scenario could have resulted in noise from cars starting and incidence of doors closing or being slammed closer to residential properties.

- 
- 3.61 Policy T3 requires new development to be well related to public transport or accessible by means other than the private car. The site is served by a bus route and bus stops in close proximity. The site is also part of an existing settlement where patrons from the surrounding area could visit on foot.
- 3.62 Policy T6 requires new development to be well connected to safe and convenient cycle and pedestrian routes. The Anchor is located adjacent to a public footpath (Hullbridge No. 9 / PROW 287) running along the northern boundary of the site and is reachable by cycle using the existing road network.
- 3.63 In an effort to encourage other sustainable modes of transport, two electric car charging points are proposed.
- 3.64 The car and cycle parking standards are set out by the Parking Standards Design and Good Practice (September 2009) (adopted 2010) which sets out the required standards for developments. The current standard for A3 (restaurant) use and for A4 (public house) use requires 1 space per 5 m<sup>2</sup> of space being created. The gross floor space proposed as a stand-alone development based on the standards, a floor space of 315m<sup>2</sup> would trigger a requirement for 20 car parking spaces for every 100m<sup>2</sup> of space created. This would equate on the basis of the standards to 63 car parking spaces to serve the development. The cycle parking space requirement would be rounded up to 7 on the basis of the floor area to be created.
- 3.65 The informative note indicates that a lower provision of vehicular parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities.
- 3.66 The proposal would provide approximately 315m<sup>2</sup> of floor area space. However due to the demolition of 100 m<sup>2</sup> which is also covered by the application description the gross net additional floor space would be 215m<sup>2</sup>. This net increase when compared to the standards for A4 and A3 uses as is proposed would equate to a maximum requirement of 43 car parking spaces. In this circumstance despite the new development providing 315m<sup>2</sup> of gross floor space given the demolition of 100m<sup>2</sup> it is considered a reasonable and proportionate approach to equate the requirements on the basis of the net increase of 215m<sup>2</sup> and the need for a maximum of 43 additional parking spaces therefore.
- 3.67 The previous application proposed 3 additional car parking spaces over and above the existing 49 car parking spaces with the provision of 14 cycle spaces. In effect based upon the standards this constituted a shortfall of 40 car parking spaces.
- 3.68 The applicant has provided further clarity by way of a parking diagram which highlights the current 49 parking spaces which would be revised in their dimensions such that they would be closer to meeting the current standards

so as to be functional and useable. The new additional car parking spaces would at least meet the minimum parking bay dimensions of 2.5m x 5m.

- 3.69 Existing car parking space is relevant but more so if there was an over-supply of parking based on the existing arrangements and floor space which meant that the shortfall when considering the new development could feasibly be accommodated in part by the existing hard standing.
- 3.70 The existing car park would be re-modelled to provide larger parking bays for the existing 49 car parking spaces. The parking bay dimensions would be increased from their current dimension of between 4.6m and 4.9m long and between 2.3m and 2.4m wide to a standardised 5.0m long by 2.6m wide to ensure that all 72 spaces are usable.
- 3.71 The additional 23 car parking spaces would have bay dimensions in excess of the minimum requirement but short of the maximum preferred bay size. The applicant makes the case that given the constraints of the site, the need to limit hard standing and its visibility from the river along with the accessibility of the site by other means of transport the dimensions are justified in this instance.
- 3.72 A case is made by the applicant that the existing public space within the building comprises an area of 328.1sqm whilst the private space comprises an area of 197.9sqm. The existing public areas would equate to a requirement if set against current parking standards of 65 parking spaces when compared to the actual provision of 49 parking spaces. The proposed public space considering the demolition of 100.9sqm would equate to 385.9sqm, whilst the proposed private areas would equate to 342.9 sqm.
- 3.73 Although the 'Parking Standards' does not differentiate between public and private space within a building put to any particular use, the applicant indicates that based upon total proposed public areas taking into account existing space and the proposed new space, that a provision of 77 car parking spaces would be required compared to the 72 spaces which are to be provided. The applicant's position is that the reconfiguration of the existing car parking bays and their delineation coupled with the additional car parking areas would constitute a significant improvement on the withdrawn application.
- 3.74 Further explanation has been issued by the applicant indicating the issue that would arise if the existing parking bays were reconfigured and delineated to comply with the maximum standards.

The following is highlighted:

- If you were to make the spaces **wider** to the maximum of 2.9m (from the 2.6m currently) but no longer you would lose approximately 10 spaces, bringing the total count down to **62 spaces**.

- If you were to make the spaces **longer** to the maximum of 5.5m (from the 5.0m currently) but no wider you would lose approximately 11 spaces, bringing the total count down to **61 spaces**.
  - If you were to make the spaces **longer and wider** to the maximum 2.9m by 5.5m you would require a redesign of the parking which could lead to losing approximately 17 spaces, bringing the count down to **55 spaces**.
- 3.75 The applicant concludes that the current 72 spaces would improve the usability of the existing 49 spaces significantly and provide 72 usable spaces that exceed the minimum dimensions contained in the design standards set by Essex County Council. The County Council's Highway Department has raised no concerns in their response to the proposal.
- 3.76 The approach progressed by the applicant is a logical one which takes into account the required parking provision in conjunction with the existing use taking into account the 100m<sup>2</sup> reduction in existing floor space which offsets the requirement for the total number of parking spaces that otherwise could be reasonably applied.
- 3.77 The proposals have sought to improve the existing parking provision of 49 bays by ensuring as part of this development that their dimensions are increased in excess of the minimum standards whilst the additional parking spaces when taken into consideration with the overall public floor space and the existing use would provide a total number of parking spaces which are commensurate with the standards.
- 3.78 The officer's report relating to the previous withdrawn planning application concluded that the location of the public car park in itself was not a sufficient factor to offset the previous level of shortfall in parking as in that circumstance, the likelihood was that it would be more than just incidental.
- 3.79 Given the significant improvement that the development would provide with regard to the current parking areas, the provision of new parking bays coupled with the sustainable and accessible location and the location of a public car park directly to the south, it is considered that the development has maximised the parking space that can be made available and would provide an appropriate on-site parking provision.
- 3.80 The cycle spaces proposed to serve the development is acceptable and a condition to secure this is recommended.

### Ecology

- 3.81 Policy ENV1 of the Core Strategy states that; "The Council will maintain, restore and enhance sites of international, national and local nature conservation importance. These will include Special Areas of Conservation (SACs), Special Protection Areas (SPAs), Ramsar Sites, Sites of Special

Scientific Interest (SSSIs), Ancient Woodlands, Local Nature Reserves (LNRs) and Local Wildlife Sites (LoWSs)." Proposed development on land within or outside a Site of Special Scientific Interest likely to have an adverse effect on a Site of Special Scientific Interest (either individually or in combination with other developments) should not normally be permitted.

- 3.82 The site is located adjacent to the River Crouch which is designated as a SPA, SSSI, Ramsar and SAC due to their importance for over wintering birds. During the construction phase, there is the possibility of noise / dust disturbance, however, this could be mitigated through a Construction Environment Management Plan which could be secured by condition.
- 3.83 An assessment of the proposals impact upon the designated sites has been submitted as part of the application and concludes that, "... the proposed pub extension represents a very small-scale development that is inconsequential in the context of the Crouch and Roach Estuaries SPA and would result in a negligible disturbance impact on the SPA as a whole (0.03% of the SPA by area). As a result, the development is considered highly unlikely to result in a significant direct or indirect adverse impact on the ornithological integrity of the Crouch and Roach Estuaries SPA or the ecological integrity of the Essex Estuaries SAC. Follow-up survey to assess this further is not considered reasonable or necessary in the circumstances." There is no reason to consider that there would be any detrimental impacts in this respect.

#### Habitat Regulations Assessment

- 3.84 The applicant has submitted a report which assesses whether the development would trigger the need for a full Habitats Regulations Assessment on the basis that the development site is located immediately adjacent to the Crouch & Roach Estuaries (MidEssex Coast Phase 3) Special Protection Area (SPA) and the Essex Estuaries Special Area of Conservation (SAC).
- 3.85 A Habitats Regulations Assessment (HRA) refers to the several distinct stages of Assessment which must be undertaken in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended) and the Conservation of Offshore Marine Habitats and Species Regulations 2017 (as amended) to determine if a plan or project may affect the protected features of a habitats site before a decision can be made to undertake, permit or authorise it.
- 3.86 The following detail has been provided in the applicants assessment. The development consists of a proposed built extension to an existing public house that has its existing built footprint (buildings, car park and outdoor seating) immediately adjacent to the southern edge of the Crouch & Roach Estuaries SPA and Essex Estuaries SAC. The pub is located between two slipways for boat launching into the River Crouch on the south side of the river at the end of Ferry Road, and is directly opposite two slipways for boat launching on the north side of the river at the end of Marsh Farm Road.

- 
- 3.87 Small boats have in channel moorings directly opposite to the pub, and existing residential development from Hullbridge fronts the southern bank of the river to the east and west of the pub. In summary this part of the River Crouch is subject to regular disturbance from the local residential population and recreational users of the river.
- 3.88 The proposed extension construction would take place approximately 40m to the south of the SPA and SAC and would result in no direct damage to SPA and SAC designated inter-tidal habitats. The designated interest features of the Essex Estuaries SAC1 would therefore not be directly or indirectly adversely impacted by the development, and adverse impacts on the SAC are not considered likely to occur and are not considered further.
- 3.89 The SPA supports internationally important numbers of wintering (non-breeding) dark-bellied brent geese (*Branta bernicula bernicula*) and internationally important numbers of an assemblage of non-breeding water birds over the winter and the spring and autumn migration periods.
- 3.90 The development site is comprised of land that has no inter-tidal habitat function and is clearly of no value to any of the SPA bird species as it consists of buildings, hard standings, amenity grassland and bare ground within the curtilage of an operational public house. The only potential impact of the development on the SPA relates to theoretical disturbance of SPA bird species that may utilise the inter-tidal habitats within close proximity to the pub by recreational users of the pub and its new extension.
- 3.91 For the purposes of this assessment it has been assumed that SPA designated inter-tidal habitats within 50m of the red line site boundary could be subject to disturbance from development construction operations and/or operational use of the pub's extension. This equates to an area of 0.6 ha of designated estuarine habitat, which represents 0.03% of the entire SPA. However, as highlighted above, the SPA within close proximity to the pub is already subject to disturbance from residential and recreational use of the river in this location and is highly unlikely to be particularly important for SPA species as a result.
- 3.92 In summary, the proposed pub extension represents a very small-scale development that is inconsequential in the context of the Crouch & Roach Estuaries SPA and would result in a negligible disturbance impact on the SPA as a whole (0.03% of the SPA by area). As a result, the development is considered highly unlikely to result in a significant direct or indirect adverse impact on the ornithological integrity of the Crouch & Roach Estuaries SPA or the ecological integrity of the Essex Estuaries SAC. Follow-up survey to assess this further is not considered reasonable or necessary in the circumstances.
- 3.93 Natural England have confirmed that they consider that the proposed development would not give rise to likely adverse impact on any of the European or national ecological designations adjacent to the site along the River Crouch.

- 3.94 In this instance it is considered that the proposed development would not likely give rise to significant adverse impact on any of the designated sites and would not therefore trigger the requirement for a full Habitats Regulations Assessment (HRA).

#### Impact on Bats

- 3.95 The impact of the proposal on protected species is a material planning consideration and policy at both local and national level relates to this matter.
- 3.96 When determining planning applications, local planning authorities should aim to conserve and enhance biodiversity by applying the certain principles such as where significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.
- 3.97 The Wildlife and Countryside Act 1981 (as amended) provides the main legal framework for nature conservation and species protection in the UK. All UK native species of bat are listed in Schedule 5 of the WCA. The legislation protects bats and their roosts under Section 9 of the Act, such that it is an offence to, amongst other things, intentionally or recklessly disturb a bat while it is occupying a structure or place which it uses for shelter or protection.
- 3.98 A Preliminary Bat Roost Inspection survey of the site was completed on 29 January 2020 in dry but cold conditions suitable for undertaking ecological fieldwork. The report notes that inspection of buildings to assess their suitability for and roosting use by bats can be conducted at any time of year, according to the best practice survey guidance Collins (2016). However, finding evidence of bats (e.g. their droppings) on external surfaces that are unprotected from rainfall may be restricted if undertaken outside the main bat active season (May to September) and/or after periods of wet weather. Bat droppings inside buildings may also quickly disintegrate in damp conditions.
- 3.99 A systematic survey of the exterior and interior of the outbuildings around the pub (that would be demolished to enable the redevelopment) and the exterior of the existing public house was completed to search for evidence of bats and birds.
- 3.100 Evidence of bats searched for and recorded included bat droppings on floors, walls and other exposed surfaces, staining (caused by bat fur oils and/or urine spots), the characteristic odour of accumulated bat droppings in confined (typically poorly ventilated) spaces, bat insect feeding remains (such as discarded moth/butterfly wings and spider exoskeletons), live and dead bats (e.g. roosting against ridge beams and/or in cracks and crevices in brickwork and structural timbers).
- 3.101 Survey findings of the public house were as follows; Three pipistrelle type bat droppings were stuck to the east facing gable end wall below lead flashing at the base of the chimney where it joined the verge indicating the probable presence of a bat roost in the south facing roof covering at the eastern gable end of the building and/or below the lead flashing at the junction with the

chimney. No other physical evidence of bats was obviously present in any other location on the exterior of the building.

- 3.102 There were no obvious signs of bat presence on the entrance porch and the porch was considered to be of low bat roost potential.
- 3.103 A timber framed pitched roofed laundry/store building was assessed to the immediate east of the public house. The roof void was inspected internally and was devoid of obvious evidence of bats, although full access to the entire void was not possible due to width restrictions inside the roof, and spaces between the tiles and the sarking (if present) were not visible. In terms of potential bat roost features and access, there were numerous gaps in the eaves on both east and west sides of the building, two lifted weather boards at the southern gable end and a few holes in the weatherboard wall coverings on the east and north side of the building. The building was devoid of obvious bat evidence and assessed as possessing low bat roost potential.
- 3.104 The timber framed tri-pitched seasonally used bar was devoid of obvious bat roost features and possessed no obvious evidence of bats and was assessed as being of negligible bat roost potential.
- 3.105 Two small lengths of north-south oriented hedgerow that were noted in the assessment to be comprised of five tall hawthorn shrubs and single unidentified conifer along the eastern boundary of the pub car park and a tightly clipped unidentified hedge within the car park would be removed to enable increased car parking capacity. Both hedge lengths were noted not to possess any trees that could support features of potential value to roosting bats and both hedges were considered to be of negligible bat roost potential.
- 3.106 The potential wildlife value of these hedgerows relates to their theoretical use by small numbers of garden nesting birds during the bird breeding period March-August. Albeit the small overall length of both hedges means they would not support a breeding bird assemblage of any ornithological significance.
- 3.107 The survey concludes that there is evidence to suggest the possible presence of a small pipistrelle bat roost in the roof of the public house. While this roost is considered highly unlikely to be adversely impacted by the redevelopment proposals as it is not directly impacted by the proposal or obstructed by the new buildings, the presence of bat field evidence in the winter months highlights the presence of bats and the need to confirm roosting bat absence from the entrance porch, hipped extension on the south side of the pub and the laundry building prior to their demolition. A condition is recommended in relation to this.
- 3.108 The submitted report advises that the presence of bats would be straightforward to mitigate and compensate as necessary through the use of bat boxes fitted on the exterior of the existing pub and/or incorporated into the exterior of the new buildings. For example, an enclosed bat box built into the south facing gable apex of the four new south facing pitched roofs. These recommendations have been incorporated into the proposal to ensure that bat



roost provision is provided in the new scheme regardless of whether bats are found to be present in the porch, hipped roofed extensions or laundry building.

- 3.109 In line with best practice bat survey guidelines, a single bat roost emergence and/or return to roost survey at dawn should be completed to verify bat roosting absence prior to their demolition. A condition is recommended.
- 3.110 In the event that a bat or bats is confirmed to be roosting in one or more of the three structures, a follow up after dark survey should be completed to verify the findings of the first survey, and the structure with the bat roost demolished under the auspices of a protected species mitigation licence issued by Natural England.
- 3.111 It is recommended that four enclosed bat boxes are incorporated behind the external timber cladding at the gable apex of the four south facing roof pitches of the new buildings to the east of the existing public house building. A Habitat - Custom Timber Facing bat box or similar would be a suitable off the shelf box, or a bespoke timber box could be constructed.
- 3.112 Removal of standing vegetation to enable redevelopment of the site should be completed outside of the bird nesting period during the months of September to February inclusive or following an on-site check by an ornithologist that the vegetation to be removed is free of nesting birds and their dependent young at other times.

### **Trees and Landscape**

- 3.113 Policy DM26 states that; “When considering proposals for development, it must be shown that consideration has been given to the landscape character of the area and the findings of the Rochford District Historic Environment Characterisation Project (2006).” The proposal does involve the removal of a small section of hedgerows and trees to facilitate the new parking spaces; however, the vegetation to be removed is of limited significance to the landscape character of the area.
- 3.114 The detailed tree survey that accompanies the submission concludes that all the trees to be removed “... are of small status and not prominent in the surrounding public realm. Their loss can be readily compensated for by appropriate replacement planting that can reasonably be secured by a condition of consent. The trees to be retained can be suitably protected during demolition and construction.”
- 3.115 Additional planting is included to ensure that the site is screened and that the hard and soft landscaping would work together to create visual interest that would complement the modern take on a vernacular style. A landscaping condition is recommended.
- 3.116 Planning authorities when considering trees in the development context categorise trees by means of the following.
- Category U: trees not worthy of retention because of their condition

- Category A: trees of high quality
- Category B: trees of moderate quality
- Category C: trees of low quality

3.117 The survey recorded 5 dead saplings, whitebeams T5, T11, T12 and T13 which are to be removed. In addition, it is proposed to remove the following trees and hedges as a direct result of the development: hawthorns T15, T16, T17; western red cedar T18; whitebeam T19; hawthorn, G2; firethorn and laurestine G3; and box G4. Given their size, age and condition, hawthorn T17 and hawthorn G2 have been assessed as Category B (moderate quality).

3.118 The remaining trees to be removed have been assessed as Category C ('low quality'). All the trees are of small status and not prominent in the surrounding public realm. Their loss can be readily compensated for by appropriate replacement planting that can reasonably be secured by a condition. Along the southern boundary adjacent trees T1 to T4 and G1 and the eastern boundary by G7 the existing car park would be realigned further back from the trees. There is some risk of harm to the trees during construction, but this could be avoided by appropriate working methods. In the medium to long term, the increase in soft surfacing within the Root Protection Areas (RPA's) of these trees should be beneficial.

3.119 All other trees can be protected during the development by suitable Tree Protective Fencing to exclude development activity from their Root Protection Areas. The report sets out that the development would result in the removal of:

- Category A: 0 trees
- Category B: 1 tree and 1 group of trees
- Category C: 4 trees and 2 groups of trees
- Category U: 4 trees

3.120 A method statement setting out measures for protection of retained trees is set out within the submitted tree report. It is noted the councils Arboricultural and Conservation Advisor has no objection.

## **4 CONSULTATIONS AND REPRESENTATIONS**

### **Hullbridge Parish Council**

4.1 Object on the grounds that the extension is completely out of character with the main building in such a prominent position on the riverfront. In particular, the series of steeply pitched roofs at right angles to and of a different style to the roof of the main building and also the cladding.

### **Anglian Water**

- 4.2 No objection.

**Rochford District Council Arboricultural and Conservation Officer**

- 4.3 No objection.

**Natural England**

- 4.4 No objection.

- 4.5 Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

European Sites

- 4.6 Based on the plans submitted, Natural England considers that the proposed development will not have likely significant effects on statutorily protected sites and has no objection to the proposed development. To meet the requirements of the Habitats Regulations, we advise you to record your decision that a likely significant effect can be ruled out.

SSSI

- 4.7 Based on the plans submitted, Natural England considers that the proposed development will not have likely significant effects on statutorily protected sites and has no objection to the proposed development.

**Environment Agency**

- 4.8 No objection.

**Rochford Council Economic Development**

- 4.9 Hullbridge is a large village in Rochford District and, according to official DEFRA designation, constitutes a 'rural' area. The National Planning Policy Framework (NPPF) para. 83 (Supporting a Prosperous Rural Economy') suggests planning policies and decisions should enable:
- the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings.
  - sustainable rural tourism and leisure developments which respect the character of the countryside
  - the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.

- 
- 4.10 The Council's Economic Growth Strategy 2017, part of the evidence base for the emerging Local Plan, acknowledges the largely rural nature of the district, and identifies tourism as an industry that is currently under-developed, but which could be a particular opportunity for Rochford District, particularly 'green' tourism based on maritime, wildlife and coastal heritage as typified by projects such as the Wallasea Island Wild Coast Project. It commits the Council to unlocking economic growth through 4 key priorities, namely: encouraging inward investment, growing and retaining businesses, supporting new businesses and developing skills and employability.
- 4.11 As part of this, it commits the Economic Development team to be responsive to planning applications which support business growth and investment, and given the project will create 15 new FTE jobs in an area with a limited means of employment, this is welcomed.
- 4.12 The location of the Anchor Inn on the River Crouch is adjacent to the Essex Coastal Path, which in 2019 received £900,000 funding from the Government's Coastal Communities Fund and Essex County Council to support the 'Path to Prosperity' project, which will promote the coastal path to tourists and support its accessibility, as well as supporting rural business growth, job creation and skills development upon its route. Within Rochford District, the Wallasea Island Wild Coast Project has been highlighted as a particular opportunity to promote, with the coastal path connecting this and other coastal parts of the District to the wider Essex coast. Given Hullbridge's location at the western end of Rochford District, close to the boundary with Chelmsford District and immediately opposite Maldon District, there are clear opportunities for walkers on the Essex Coastal Path to continue their journey from other popular visitor attractions (e.g. Battlesbridge and Burnham-on-Crouch) onwards into Rochford District to explore the Crouch Estuary.
- 4.13 The Anchor Inn is well-positioned to cater for visitors on this route, and its expansion could allow it to serve as more of a destination along the route, encouraging further visits to the coastal path, with additional economic benefits to local businesses. The proposed design is bold and eye-catching and could serve to further highlight Hullbridge as an important visitor destination on the coastal path. Given the recent COVID-19 situation and a renewed interest in UK holidays and 'staycations', this represents an opportunity for existing Rochford District businesses to benefit from a new income stream, and for local residents to consider other complementary rural diversification activities (e.g. B&Bs, farm stays, boat trips or local food and drink).
- 4.14 We note the scheme includes cycle storage, which should be imperative for such a development, to encourage both staff and visitors to travel to the Anchor by cycle. Forward Motion, a DfT government funded project for South Essex, can work with businesses and provide initiatives such as free cycle racks to businesses via the 'Park that Bike' scheme, which encourages

employees, visitors and customers to cycle with free bike parking. We would be happy to make any introductions that would be useful in this capacity.

- 4.15 For these reasons, the Economic Regeneration team supports these proposals.

**Essex County Council Lead Local Flood Authority (LLFA)**

- 4.16 No objection subject to the following conditions:

Condition 1

No works except demolition shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme should include but not be limited to:

- Verification of the suitability of infiltration of surface water for the development. This should be based on infiltration tests that have been undertaken in accordance with BRE 365 testing procedure and the infiltration testing methods found in chapter 25.3 of The CIRIA SuDS Manual C753.
- Unrestricted discharge to the River Crouch for all storm events up to and including the 1 in 100-year rate plus 40% allowance for climate change.
- Modelling needs to be provided showing that surface water can be managed for a 1 in 100-year pluvial storm event plus climate change and a 1 in 20 year tidal storm event coinciding.
- Final modelling and calculations for all areas of the drainage system.
- Detailed engineering drawings of each component of the drainage scheme.
- A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.
- A written report summarising the final strategy and highlighting any minor changes to the approved strategy.

Reason

- To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.
- To ensure the effective operation of SuDS features over the lifetime of the development.
- To provide mitigation of any environmental harm which may be caused to the local water environment

- Failure to provide the above required information before commencement of works may result in a system being installed that is not sufficient to deal with surface water occurring during rainfall events and may lead to increased flood risk and pollution hazard from the site.

#### Condition 2

Prior to occupation a maintenance plan detailing the maintenance arrangements including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies, has been submitted to and agreed, in writing, by the Local Planning Authority.

Should any part be maintainable by a maintenance company, details of long-term funding arrangements should be provided.

#### Reason

To ensure appropriate maintenance arrangements are put in place to enable the surface water drainage system to function as intended to ensure mitigation against flood risk.

Failure to provide the above required information prior to occupation may result in the installation of a system that is not properly maintained and may increase flood risk or pollution hazard from the site.

#### Condition 3

The applicant or any successor in title must maintain yearly logs of maintenance which should be carried out in accordance with any approved Maintenance Plan. These must be available for inspection upon a request by the Local Planning Authority.

#### Reason

To ensure the SuDS are maintained for the lifetime of the development as outlined in any approved Maintenance Plan so that they continue to function as intended to ensure mitigation against flood risk.

#### Condition 4

The development hereby permitted shall not be commenced until the existing pipes within the extent of the site, which will be used to convey surface water, are cleared of any blockage and are restored to a fully working condition.

#### Reason

To ensure that drainage system implemented at the site will adequately function and dispose of surface water from the site. Failure to carry out the required maintenance before commencement of works may result in a system being installed that is not sufficient to deal with surface water occurring during

rainfall events and may lead to increased flood risk and pollution hazard from the site.

### **Historic Buildings and Conservation Advice**

- 4.17 Following previous correspondence, the applicant has provided further detail for the proposed works and the potential impact to the setting of the designated heritage assets along Ferry Road, list ID's: 1322348 and 1147814. We no longer consider the Anchor Inn as a non-designated heritage asset.
- 4.18 In review of this, I have no objections to the proposed development, with conditions placed to ensure a building of high quality.

Condition one, construction of any buildings shall not be commenced until samples of the materials to be used on the external finishes have been submitted to and approved in writing by the local planning authority. The development shall be implemented in accordance with the approved details and permanently maintained as such.

Condition two, the external lighting scheme in its height, angle and position will not be obtrusive to its location or detract from the setting of the designated heritage assets. The external lighting plans are not to include elevated lighting, and the colour and luminosity is to be agreed by the local planning authority before works commence and to permanently be maintained as such.

### **Essex Highways**

- 4.19 From a highway and transportation perspective the Highway Authority has no objections to the information submitted in this proposal.

### **Neighbour representations**

- 4.20 One representation has been received from the occupants of 307 Ferry Road. The representation received sets out the following:
- 4.21 I have studied the drawings (which at best are very unclear) and are not in keeping with the area the design would fit in well in an industrial estate not in a conservation area on the river crouch. to make the building bigger again i feel they need more parking spaces again as the drawing are unclear where these spaces will be also this can impact the listed cottages opposite with noise and more disturbance during the day and night blocking driveway

## **5 EQUALITY AND DIVERSITY IMPLICATIONS**

- 5.1 An Equality Impact Assessment has been completed and found there to be no impacts (either positive or negative) on protected groups as defined under the Equality Act 2010.

## **6 CONCLUSION**

- 6.1 The development is considered acceptable and in accordance with the provisions of the National Planning Policy Framework and the cited development plan policies.



Marcus Hotten

Assistant Director, Place & Environment

---

### **Relevant Development Plan Policies and Proposals**

National Planning Policy Framework (February 2019)

CP1, ENV1, ENV3, ENV10, ENV11, CLT11, T1, T3, T6, T8, ED1 of the  
Rochford District Council Core Strategy 2011

DM1, DM 25, DM26, DM28, DM30 of the Rochford District Council Development  
Management Plan 2014

Parking Standards: Design and Good Practice 2009

Essex Design Guide

### **Background Papers**

None.

For further information please contact Arwel Evans on:-

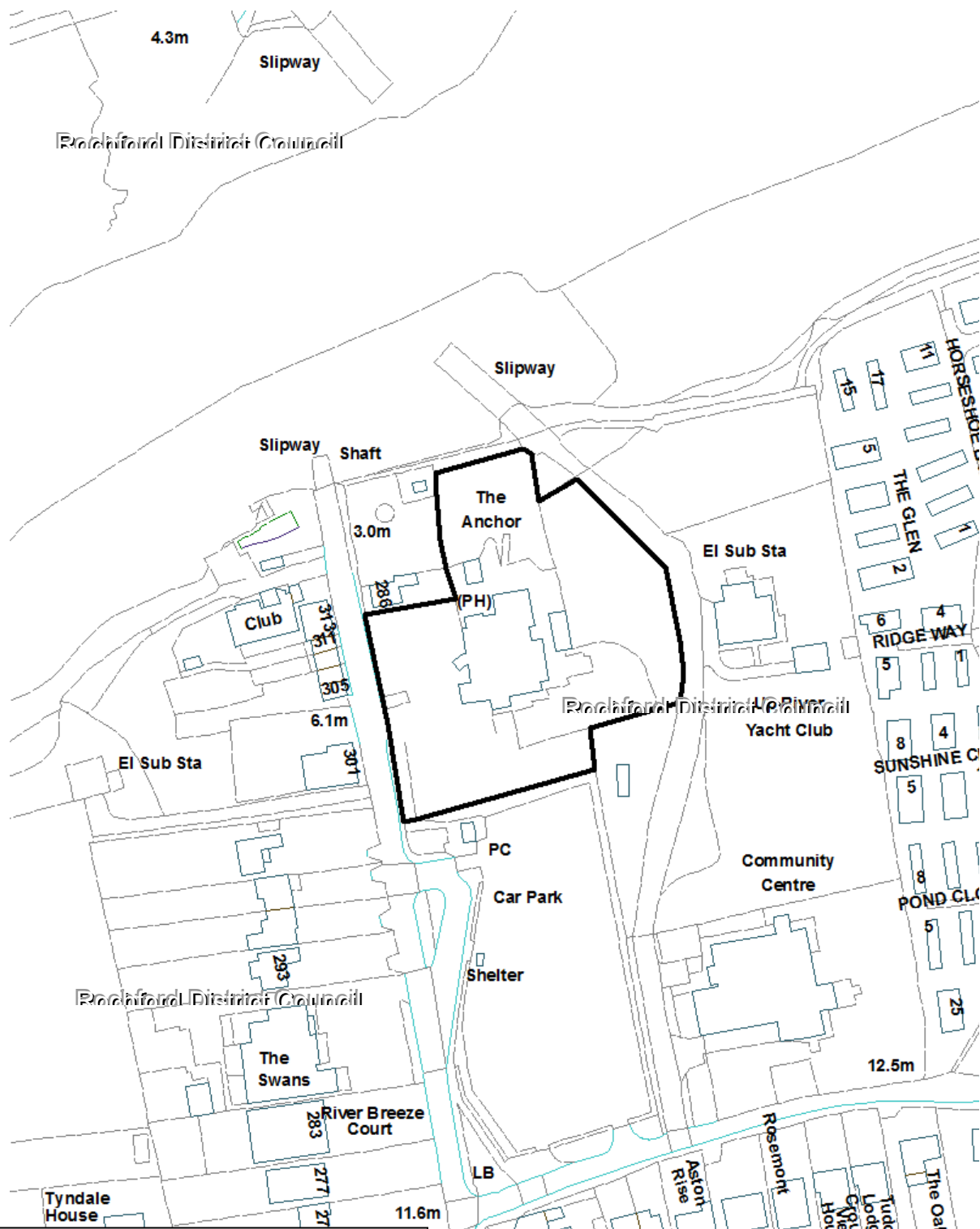
Phone: 01702 318037

Email: [arwel.evans @rochford.gov.uk](mailto:arwel.evans@rochford.gov.uk)



If you would like this report in large print, Braille or another language please contact 01702 318111.

19/01183/FUL
--------------



Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. This copy is believed to be correct.

Nevertheless Rochford District Council can accept no responsibility for any errors or omissions, changes in the details given or for any expense or loss thereby caused.

Rochford District Council, licence No.LA079138



NTS