

APPLICATION REFERRED FROM THE WEEKLY LIST

WEEKLY LIST NO. 1472 – 26 April 2019

18/00448/FUL

SITE OF 22 AND 24 SOUTHEND ROAD, HOCKLEY

DEMOLISH EXISTING DWELLINGS AND CONSTRUCT 8 NO. FLATS WITH ASSOCIATED WORKS

1 DETAILS OF REFERRAL

- 1.1 This item was referred from Weekly List No. 1472 requiring notification to the Assistant Director, Place and Environment by 1.00 pm on Wednesday, 1 May 2019 with any applications being referred to this meeting of the Committee.
- 1.2 Cllr K H Hudson referred this item on the grounds that it is a gross over-development of the site and that the bulk of the building is out of keeping with the adjacent properties and the area in general.
- 1.3 The item that was referred is attached at appendix 1 as it appeared in the Weekly List.
- 1.4 A plan showing the application site is attached at appendix 2.

2 RECOMMENDATION

- 2.1 It is proposed that the Committee **RESOLVES**

To determine the application, having considered all the evidence.

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Application No: 18/00448/FUL Zoning :Residential
Case Officer: Ms Katie Rodgers
Parish: Hockley Parish Council
Ward: Hockley
Location: Site Of 22 And 24 Southend Road Hockley
Proposal: Demolish Existing Dwellings and Construct 8 no. Flats
with Associated Works

SITE AND PROPOSAL

1. Planning permission is sought to demolish a pair of semi-detached bungalows and to erect a building containing 8 flats.
2. The application as originally submitted proposed 10 flats. However, in the course of the application amended plans have been submitted. Re-consultation and revised neighbour notifications have been carried out after the receipt of revised plans.

SITE CONTEXT

3. The site is a corner plot at the junction of Southend Road and Great Eastern Road in Hockley, close to the town centre. The plot is approximately rectangular and features a pair of semi-detached bungalows sited centrally; one is served by a vehicular access off Southend Road whilst the other is served by two vehicular accesses off Great Eastern Road.
4. The surrounding context is of a built up and largely residential area, although land uses change to include a mix of residential and commercial uses along Southend Road towards the town centre. There is a mix of dwelling types in the locality including detached, semi-detached and terraced houses and bungalows as well as several purpose-built flatted blocks.
5. The dwellings with a boundary to the site are No. 26 Southend Road, an end of terrace house and No. 1 Great Eastern Road, a chalet-bungalow.

PROPOSAL

6. The proposal is for an I-shaped building which would contain 8 flats. The building would be 3-storey with the second floor set within the roof. The building would have a frontage onto Great Eastern Road of some 26 metres and a frontage onto Southend Road of some 20.5 metres. The building would be set back from the highway boundary to Great Eastern Road by approximately 2.5 metres and to Southend Road by approximately 6 metres.

7. A single vehicular access to the site is now proposed off Great Eastern Road, in the same position as the existing access off this road adjacent to the boundary with No. 1 Great Eastern Road; this access would serve a parking court containing 12 parking spaces. The other access on Great Eastern Road and the access off Southend Road would be stopped up.
8. The proposed building would have a pitched roof with several gabled projections and would feature flat roofed dormers.
9. An area of communal amenity space is proposed to the rear of the building in addition to several terraces to ground floor flats and balconies to first and second floor flats. Soft landscaping is proposed to the Southend Road frontage and to parts of the Great Eastern Road frontage.

RELEVANT PLANNING HISTORY

10. There is no relevant planning history at the application site.

MATERIAL CONSIDERATIONS

11. The proposed development must be assessed against relevant planning policy and with regard to any other material planning considerations. In determining this application regard must be had to section 38(6) of the Planning and Compulsory Purchase Act 2004, which requires proposals to be determined in accordance with the Development Plan unless material considerations indicate otherwise. The relevant parts of the adopted Development Plan are the Rochford District Core Strategy (2011), the Allocations Plan (2014) and the Development Management Plan (2014).
12. The site is without formal allocation on the proposals map accompanying the Allocations Plan (2014) such that the previous residential designation is taken forward and the proposed residential redevelopment is considered acceptable in principle. The site is not subject to any other planning policy designations.
13. The National Planning Policy Framework (NPPF) encourages the effective use of land to provide much needed housing and in principle housing is appropriate at this site. However, additional housing should not be to the detriment of the character and appearance of the locality. 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. The design, form and layout of buildings and the spaces between them is of great importance. Paragraph 127 of Section 12 of the NPPF sets out criteria for new developments which should;
 - o Function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
 - o Be visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

- o Be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
 - o Establish or maintain a strong sense of place, using the arrangement of streets, spaces building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
 - o Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks and;
 - o Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
14. Additionally, the NPPF sets out the requirement that housing applications should be considered in the context of the presumption of sustainable development but advises that there are likely to be circumstances where development of residential gardens will be inappropriate and should be resisted (paragraph 70). Good design is a key aspect of sustainable development and is indivisible from good planning. Proposals should contribute positively to making places better for people.
15. The NPPF also advises that planning decisions for proposed housing development should ensure that developments do not undermine quality of life and are visually attractive with appropriate landscaping and requires that permission should be refused for development of poor design that fails to take opportunities available for improving the character and quality of an area and the way it functions.
16. At a local level, Policy H1 of the Core Strategy states that in order to protect the character of existing settlements the Council will resist the intensification of smaller sites within residential areas, although limited infill will be considered acceptable if it relates well to the street pattern, density and character of the locality.
17. Policy CP1 of the Core Strategy and Policy DM1 of the Development Management Plan both seek to promote high quality design in new developments that would promote the character of the locality and enhance the local identity of the area. Policy DM3 of the Development Management Plan requires that proposals for residential intensification demonstrate that key criteria have been carefully considered and positively addressed. Supplementary Planning Document 2 (SPD2) for housing design states criteria that new housing development should meet including for flatted schemes.
18. Whilst the principle of housing development is not objected to at this site, the main issues for consideration relate to the acceptability of the development as

an infill development including issues of scale and impact on character as well as impacts on residential amenity; these and other issues are explored below.
Impact on the Character and Appearance of the Locality

19. There is a clear policy expectation that development involving residential intensification should relate well to the existing street pattern, density and character of the locality.
20. The immediate locality is residential in character, although the site is close to Hockley Town Centre and there are several nearby commercial uses including to the ground floor of some properties on Southend Road. The extent of commercial uses increases towards the town centre, westwards along Southend Road. To the south, east and north of the site, residential uses predominate.
21. The scale of development in the immediate locality is predominately to a maximum of 2 storeys. The dwellings immediately north of the site are chalet-style bungalows at 1.5 storeys. The flatted development opposite the site is 2-storey in height as are the flatted blocks further to the south-east, also with a frontage to Southend Road. The scale of development increases westwards of the site with examples of 2.5 storey residential flatted schemes.
22. There is a mix of dwelling types in the locality, including detached, semi-detached and terraced houses as well as several flatted blocks. There is no overriding style to the architecture of dwellings in the locality although most feature pitched roofs in the traditional vernacular. Dwellings in the locality front the street and are set back from the street frontage by varying degrees, most feature parking to the front alongside soft landscaping.
23. The proposed flatted block would be substantial in scale. The building would be 3 storeys to a maximum height of some 9.85 metres and would have significant elevations of some 26 metres to Great Eastern Road and some 20 metres to Southend Road. Despite being significant in extent, the elevations would be broken up by architectural features and fenestration which would be symmetrically positioned.
24. The applicant undertook to get pre-application advice from officers prior to the submission of this application which included comment from the Essex County Council urban design team. The pre-application proposal is similar to the current scheme but for 10 flats. The urban design team commented, in terms of the context, that '...the site constitutes a good development opportunity which can help better address the street and provide a typology more aligned with that expected of a central and highly accessible location. It is also considered that due the corner nature of the plot, combined with the sloping nature and curvature of the road, the site is highly prominent for those travelling north along Southend Road towards Hockley town centre, and therefore offers the opportunity to become a feature building in the streetscape.' In respect of layout, the urban design team considered that 'the building footprint, whilst not necessarily in keeping with the immediate

surroundings in terms of size, is appropriate for the location, particularly considering it occupies a key corner site.' In terms of proposed building height, the pre-applications submission was the same as that currently proposed and the urban design team commented that;

- 'The building height is deemed acceptable and is in line with the adjacent property which abuts on Southend Road. The density and massing of the building is generally higher than that in the immediate surrounding area but is not considered to be a problem given the size of the site the buildings articulation, location and proximity to services and facilities. The building is also set away from the neighbouring boundaries, with a landscaped area to the front which not only allows the building to remain aligned with the existing but helps to provide a visual 'buffer' to the street.'
25. A considerable level of objection has been raised to the scheme from local residents including comments relating to the scale of the proposed development with many considering that the proposed scheme would appear out of place to the detriment of visual amenity. The proposed scheme would be far greater in scale than the existing built-form on the plot. However, taking account of the urban design teams' positive comments in relation to the proposed scale in an earlier iteration of the scheme and taking account of the fact that the proposed building would be stepped down to reduce in scale slightly towards the boundary with the more modest adjoining neighbour at No. 1 Great Eastern Road, it is considered that at this site the proposed development would not appear out of place to the detriment of visual amenity.
26. The design of the building when viewed from the street is considered acceptable; it would be composed of pitched roofs with gable/clipped hipped ends and a series of gabled projections. The design of the building has been amended in response to concerns raised by officers that the large extent of flat roof that had featured would not have been an attractive roof form. The building when viewed from the rear would also now be composed of pitched roofs and more visually attractive. The combination of brick and render as facing materials is considered appropriate. A condition is recommended to require precise details of proposed external facing materials to be submitted and agreed prior to their use including details of balcony and terrace enclosures; although the plans show railings it would be important to ensure that these were provided with an obscure screen behind that was consistent across the building.
27. Whilst there is guidance that favours pitched roofed dormers the proposed flat roofed dormers are relatively small in scale and would have ample roof verges to all sides such that they would not appear overly dominant or incongruous. One larger flat roofed dormer is proposed above a second-floor terrace and given the flat roofed terrace below it is considered that in the overall design this form would not be harmful to visual amenity.

28. Landscaping is an important aspect of design and adequate provision for hard and soft landscaping must be made, particularly in this case as the site occupies a prominent corner location.
29. The previous iteration of the plans proposed an area of soft landscaping along part of the Southend Road frontage, but no such soft landscaped edge was proposed to the frontage along Great Eastern Road as this space was identified as private front gardens to ground floor flats. A visitor parking space was also proposed to part of the Southend Road frontage using the existing access; officers considered that this parking space was poorly positioned and detracted from what could be a fully soft landscaped frontage to Southend Road which would be visually attractive to the street scene. In response to officer concern the amended plans have removed the single visitor space and now propose to fully soft landscape the Southend Road frontage; the soft landscaped frontage would have a depth of some 6 metres and incorporate tree planting. A greater degree of soft landscaped space would also be provided to the Great Eastern Road frontage. A condition is recommended to require specific details of the hard and soft landscaping including a planting schedule and surfacing materials.
30. It is considered that the revised proposal would comply with Policies H1, DM3 and parts of the NPPF that seek to ensure a high standard of design.

Impact on Residential Amenity

31. Concern has been expressed by the occupants of neighbouring properties regarding the impact that the proposed development would have on residential amenity.
32. The proposed flatted block, whilst significant in scale would not breach a 45-degree angle with the nearest habitable room windows in neighbouring properties. The 45-degree rule is referenced in SPD2 in relation to proposed extensions but is a useful tool to consider the reasonableness of impacts of overshadowing. It is considered that the proposed development would not lead to overshadowing of neighbouring properties which would have a detrimental impact on the level of amenity that ought to be reasonable expected.
33. The side wall that would face No. 1 Great Eastern Road closest to the boundary would not project significantly past the rear elevation of No.1 and the other northern elevation of the proposed flatted block would be sited in excess of 21 metres from the shared boundary, a similar separation distance as the other existing properties on Southend Road. It is therefore considered that the proposed flatted block would not appear overbearing to the occupants of No. 1 either when within their property or their rear garden. Again, it is considered that there would be sufficient separation from the western elevation of the proposed flatted block to the boundary with the dwelling adjacent on Southend Road such that the development would also not appear overbearing to this neighbour.

34. Windows at ground floor, given the siting and relationship to neighbouring properties would not likely give rise to unreasonable potential for overlooking and loss of privacy to neighbouring properties. Several windows are proposed at first and second floor which would face west, towards the rear garden of the adjacent property on Southend Road; these windows would serve bedrooms/lobby/bathroom and would be positioned some 11.5 metres from the boundary to the adjacent dwelling on Southend Road. There are also several windows proposed which would face north towards the rear garden to No. 1 Great Eastern Road, these would serve a lobby and a bedroom and would be positioned 22.5 metres from the shared boundary as a minimum. The proposed windows that would face north and west would not serve main habitable rooms in the proposed dwellings where a greater degree of potential for overlooking might be expected. The Essex Design Guide advises that upper storey living rooms in flatted blocks can cause problems of overlooking from living rooms and advises of a minimum separation in these cases of 35 metres to the rear of neighbouring dwellings, oblique views can also give rise to overlooking problems. In this case no living room windows would overlook the rear garden or rear elevation (obliquely) of the adjacent dwelling in Southend Road, the windows would serve bedrooms or other spaces not considered to be main living rooms. Given the degree of separation and the use of the rooms the windows would serve it is considered that the flatted block would not give rise to unreasonable overlooking which would be harmful to residential amenity. The terraces that would face west would be provided with privacy screens to guard against the potential for problems of overlooking.
35. The windows and balconies which would face the street would not give rise to unreasonable overlooking and loss of privacy to surrounding residential properties given the degree of separation across the public realm.
36. The extent of car parking immediately adjacent to the rear garden boundary of the neighbouring property on Southend Road has been reduced in the revised plans and an area of communal amenity space proposed which would form an area of soft landscaped buffer between the development and the adjoining residential property on Southend Road. Concern has been raised regarding the proposed proximity of the access to No. 1 Great Eastern Road and the noise and disturbance that would be caused by vehicles entering and leaving the site however, as a proposed residential use the level of vehicle movements, given also the number of spaces proposed to the parking court and the context of the site in a built-up area, it is considered that the proposal could not be considered likely to generate unreasonable noise and disturbance to surrounding residential occupiers as a result of use of the proposed parking court.
37. Overall, it is considered that the relationship between the proposed development and existing surrounding properties would be acceptable.

Living Conditions of Future Occupants

38. The Ministerial Statement of the 25th March 2015 announced changes to the government's policy relating to technical housing standards such that now planning permissions should not be granted requiring, or subject to conditions requiring, compliance with any technical housing standards other than for those areas where authorities have existing policies on access, internal space, or water efficiency.
39. The Council has existing policies relating to all the above, namely access (Policy H6 of the Core Strategy), internal space (Policy DM4 of the Development Management Plan) and water efficiency (Policy ENV9 of the Core Strategy) and can therefore require compliance with the new national technical standards.
40. Policy DM4 requires new dwellings to meet minimum internal space standards, however until such a time as existing Policy DM4 is revised, this policy must now be applied in light of the Ministerial Statement (2015) which introduced a new technical housing standard relating to internal space standards. Consequently, all new dwellings are required to comply with the new national space standard as set out in the Nationally Described Space Standard - (March 2015) to ensure that dwellings built in the District are reasonably sized as this is a factor in achieving high quality development. Table 1 below compares the proposed flats with the national requirements.

Flat No.	Floor	Bedrooms	Bed spaces	Gross Floor Area (m ²)	Minimum GFA as required by Space Standard	Integral Storage Provided (m ²)	Minimum Internal Storage Requirement (m ²)	Meets Minimum Space Standard Requirements (or compliance could be readily achieved) (Yes/No)
1	Ground	2	3	77.64	61	2	2	Yes
2	Ground	2	4	73.03	70	2.5	2	Yes
3	Ground	2	4	71.04	70	2.4	2	Yes
4	First	2	3	80.75	61	2.7	2	Yes
5	First	2	3	70.5	61	2.3	2	Yes
6	First/Second	2	3	94.5	61	1	2	Yes
7	First/Second	2	3	83.9	61	2.9	2	Yes
8	Second	2	4	107.4	70	3.3	2	Yes

Table 1 - Gross internal floor area and storage requirements against that proposed.

41. All of the proposed 8 flats would achieve the minimum requirements of the Nationally Described Space Standard, the only discrepancy would be that one flat does not current have sufficient built-in storage, this however could be readily provided and a condition is therefore recommended to require this.

42. Until such a time as existing Policy ENV9 is revised, this policy must be applied in light of the Ministerial Statement (2015) which introduced a new technical housing standard relating to water efficiency. Consequently, all new dwellings are required to comply with the national water efficiency standard as set out in part G of the Building Regulations (2010) as amended. A condition could ensure compliance with this Building Regulation requirement.
43. In light of the Ministerial Statement which advises that planning permissions should not be granted subject to any technical housing standards other than those relating to internal space, water efficiency and access, the requirement in Policy ENV9 that a specific Code for Sustainable Homes level be achieved and the requirement in Policy H6 that the Lifetime Homes standard be met are now no longer sought.

Amenity Space

44. Supplementary Planning Document 2 requires that minimum garden areas be provided for new dwellings. Flats shall achieve minimum balconies of 5 square metres (with ground floor flats expected to be provide with a minimum patio garden of 50 square metres) or have access to a useable communal resident's garden on the basis of a minimum area of 25 square metres per flat.
45. The three ground floor flats would be provided with enclosed terraces varying in size between 5 square metres and 8.3 square metres. The flats at first and second floor would be provided with balconies/terraces which would vary in size from some 4 square metres to 17 square metres. In addition to each flat being provided with some private outdoor space a communal amenity space to the rear would also be provided; this would be an area of some 40 square metres. The area of communal space to the rear is considered necessary given that some of the terraces proposed to the ground floor flats would be very close to the public highway, particularly along Great Eastern Road and not afford the occupants with a good degree of privacy. The communal amenity space to the rear provides a much more private outdoor space. On balance the amount of amenity space proposed is considered acceptable.

Density

46. The proposal would result in a density of some 80 dwellings per hectare which is high in comparison to the density of the immediate locality. Policy DM2 sites a minimum density of 30 dwellings per hectare but no maximum. The density proposed is not however considered objectionable given that the development proposed is not considered to be out of scale and character with the locality and that appropriate levels of amenity space, parking provision and landscaping can be achieved.

Refuse and Recycling

47. The Council operates a 3-bin system for refuse and recycling. Each flat would be a 3-room unit requiring a total refuse storage capacity of 200 litres, in total

this would equate to a need for 1600 litres of storage capacity, 40 percent of which should be for recycling. Sufficient space would be provided to accommodate the necessary storage requirement. This would be sited towards the western boundary in a position accessible from the street for collection. The layout of the proposed flats has been amended in response to officer advice that the scheme would benefit from provision of access to the refuse store from the rear area of the building, to avoid residents having to walk to the front and around the site frontage to access the refuse bins; all residents would now have access to the rear from their flats.

Parking and Access

48. Fourteen car parking spaces would be provided at the site, all of which would be provided in a parking court accessed off Great Eastern Road.
49. Policy DM3 requires that adequate parking provision is provided and Policy DM30 references the parking standards contained within 'Parking Standards Design and Good Practice (2010)'. This standard requires a minimum parking provision for residential development of 2 spaces per 2-bed flat. Visitor spaces are required as a minimum of 0.25 spaces per dwelling. The standard does recognise however that reductions of the standard may be considered within main urban areas that have good links to sustainable transport.
50. The parking standard would require parking provision totalling 18 spaces, however given the location of the proposed scheme, close to a town centre within walking distance of facilities, amenities and sustainable transport modes including buses and a train line, the proposed parking provision of 14 spaces is considered acceptable. There is a nearby public car park in which visitors could park.
51. Whilst some of the spaces are shown to a size of 4.8m by 2.45 metres, there is enough space for all spaces to achieve the required minimum bay depth of 5 metres. Only 2 of the spaces would fall very marginally short of the required 2.5 metres width. Adequate turning space would be provided to enable vehicles entering the parking court to exit in forward gear. Although the highway authority has suggested a condition that would require the parking layout to be amended to provide 12 spaces all at the preferred bay size, it is considered that in this case the provision of 14 spaces is preferable as each would achieve adequate size to ensure usability.
52. Cycle parking is required to be provided to the standard of 1 space per dwelling plus additional for visitors. Adequate cycle parking could be achieved in the area set aside to provide such to the western boundary of the site.
53. Concern has been raised by local residents regarding visibility from the proposed vehicular access. At present there is a fence immediately adjacent the access to its southern side some 1.6 metres in height from ground level; this boundary treatment would be removed and a condition would require a lower level boundary treatment to improve visibility from and to the access.

There is also a bus shelter on the footway just south of the proposed access. The Highways Authority has acknowledged that the bus stop and waiting buses would cause loss of visibility but they do not consider that the loss of visibility would be unacceptable.

Ecology

54. The site consists of maintained gardens laid to lawn and with shrub and other planting where it is considered unlikely that protected species would be present. The existing dwelling is not of an age, style or located such that bats are reasonably likely to be present. It is considered that the proposal would not likely impact adversely on any protected species.

Sustainable Drainage Systems

55. The site slopes downwards from south to north within the lower parts closest to the boundary with No.1 Great Eastern Road. Concern has been raised regarding a perceived risk of flooding from surface water run-off particularly given that an area of soft landscaping would be replaced by a large extent of hard surfacing adjacent No. 1. A condition is recommended to require the submission of a surface water drainage scheme to ensure that surface water run-off drains within the site or from the site avoiding neighbouring land to satisfy Policy DM28.

CONCLUSION

56. Policies H1, DM1, CP1 and DM3 require that new developments promote good, high quality design and the character of the locality to ensure that development positively contributes to the surrounding natural and built environment and residential amenity. The NPPF also has a clear requirement that development achieve good design which is a key element of sustainable development. The revised proposal which has reduced the number of flats proposed is considered to achieve compliance with the relevant policy requirements and represents appropriate infill development.

Representations:

HOCKLEY PARISH COUNCIL:

Hockley Parish Council agrees with comments from local residents and objects to the application for the following reasons:

- o Replacement of 2 semi-detached bungalows with a 3-storey block of 10 flats is considered overdevelopment.
- o The building is big, high and close to neighbouring boundaries. The windows and balconies overlook neighbouring properties causing privacy issues. The size of the building creates a lighting obstruction to neighbouring properties.

- o The development is out of character to the rest of the properties on the road.
- o Traffic access is on a busy road next to a bus stop and opposite a junction with Gladstone Road, leading to potential accidents. The plan does not include access and turning for emergency vehicles.
- o The parking area for x10 resident spaces and x2 visitor places is too tight and close to the building.
- o It is not practical for construction vehicles to park in the road due to heavy traffic at the junction.
- o There must be a condition that construction work must not take place at weekends or bank holidays.

ECC HIGHWAYS: From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority subject to the following conditions:

1. No development shall take place, including any ground works or demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
 - i. the parking of vehicles of site operatives and visitors
 - ii loading and unloading of plant and materials
 - iii storage of plant and materials used in constructing the development
 - iv. wheel and underbody washing facilities
2. Any existing redundant access at the site frontage shall be suitably and permanently closed incorporating the reinstatement to full height of the footway / kerbing immediately.
3. Any gates provided at the shared vehicular access shall be inward opening only and shall be set back a minimum of 6 metres from the back edge of the highway boundary.
4. The provision of twelve on-site vehicle parking spaces and associated turning areas as shown in principle on planning drawing 'Proposed Block Plan'. Each parking space shall have dimensions in accordance with current parking standards. The vehicle parking area and associated turning area shall be retained in the agreed form at all times.
5. There shall be no discharge of surface water from the development onto the Highway.
6. No unbound material shall be used in the surface treatment of the car parking areas.
7. Prior to first occupation of the proposed dwellings the Developer shall be responsible for the provision and implementation of a Residential Travel Information Pack for sustainable transport, approved by Essex County

Council, to include six one day travel vouchers for use with the relevant local public transport operator. One pack per dwelling.

The above conditions are to ensure that the proposal conforms to the relevant policies contained within the County Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011.

Informatives:

It is noted that the bus stop to the south of the shared vehicular access will result in intermittent loss of visibility for the site. Interruption to vehicular visibility splays by bus stops is considered on a case by a case basis. For this proposal site, it is considered acceptable to the Highway Authority, as the loss of visibility will not be permanent, only occurring when a bus is at the stop, and therefore it does not present a highway safety concern. All options have been investigated including the relocation of the stop; however the conflict between exiting vehicles and buses will be minimal. Furthermore, due to the proximity to the junction and the nature of access, vehicle speeds here will be low.

The applicant should be made aware of the potential relocation of the utility apparatus in the highway; any relocation shall be fully at the applicant's expense.

The applicant should be advised that appropriate measures should be provided to ensure mud/debris is not deposited onto the highway during the construction works.

All works affecting the highway to 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 addressed for the attention of the Development Management Team at SMO2, Essex Highways, Springfield Highways Depot, Colchester Road, Chelmsford CM2 5PU or emailed to development.management@essexhighways.org

ANGLIAN WATER (response unchanged following second consultation):

ASSETS

- o Our records show that there are no assets owned by Anglian Water or those subject to an adoption agreement within the development site boundary.
- o The foul drainage from this development is in the catchment of Rochford Water Recycling Centre that will have available capacity for these flows.
- o The sewerage system at present has available capacity for these flows via a gravity discharge regime. If the developer wishes to connect to our sewerage network they should serve notice under Section 106 of the Water Industry Act 1991. We will then advise them of the most suitable point of connection.
- o The surface water strategy/flood risk assessment submitted with the planning application relevant to Anglian Water is unacceptable. No evidence has been provided to show that the surface water hierarchy has been followed as stipulated in Building Regulations Part H. This encompasses the trial pit logs

from the infiltration tests and the investigations in to discharging to a watercourse. If these methods are deemed to be unfeasible for the site, we require confirmation of the intended manhole connection point and discharge rate proposed before a connection to the public surface water sewer is permitted. We would therefore recommend that the applicant needs to consult with Anglian Water and the Environment Agency. We request that the agreed strategy is reflected in the planning approval.

- o Suggested Planning Conditions- Anglian Water would therefore recommend the following planning condition if the Local Planning Authority is mindful to grant planning approval.

CONDITION

No drainage works shall commence until a surface water management strategy has been submitted to and approved in writing by the Local Planning Authority. No hard-standing areas to be constructed until the works have been carried out in accordance with the surface water strategy so approved unless otherwise agreed in writing by the Local Planning Authority.

REASON: To prevent environmental and amenity problems arising from flooding.

FOR THE ATTENTION OF THE APPLICANT:

Desktop analysis has suggested that the proposed development will lead to an unacceptable risk of flooding downstream. We therefore highly recommend that you engage with Anglian Water at your earliest convenience to develop in consultation with us a feasible drainage strategy.

First Consultation;

48 Neighbour Representations received raising the following objections (summarised);

Occupants of No. 2a Gladstone Road, 43 Belchamps Way, 5 Great Eastern Road, 6 Southend Road, 20 Southend Road, 18 Great Eastern Road, 1 Great Eastern Road, 250 Hockley Road, 44 Spa Road, 40b Southend Road, 18 Great Eastern Road, 34 Manor Road, 27 Hampsted Gardens, 25b Belchamps Way, 1 Hillside Avenue, 128 Main Road, 271 Main Road, 23a White Hart Lane, 263 Main Road, 4 Gladstone Road, 88 Golden Cross Road, 24a Gladstone Road, 10 Retreat Road, 25 Greensward Lane, 46 Woodpond Avenue, 16 Great Eastern Road, 15 Southend Road, 28 Gladstone Road, 9 Pargeters Hyam, 39 Harrogate Road, 38 The Westerings, 26 Southend Road, 17 Southend Road, 39 Merryfields Avenue, 24 Oak Walk, 3 Great Eastern Road, 11 Southend Road, 38 Gladstone Road, 38A Gladstone Road, 2 Pargeters Hyam, 22 Gladstone Road, 30 Southend Road, 28 Southend Road,

- o Local facilities, doctors, roads, schools and railway are being pushed to the limit.
- o Gardens undersized.

- o Loss of green space.
- o Not in-keeping with the style of nearby properties. Design is modern, bulky and overbearing adjacent to some of the oldest properties in Hockley. The overdevelopment of Hockley will result in our losing the individuality of our village/ town. Disruption to crossing (zebra) and to bus stop during construction.
- o Noise from construction.
- o Construction and safety with pedestrians on footways.
- o Boundary will come much further to the roadside than the existing units resulting in loss of light and over-shadowing of neighbouring properties.
- o Bungalows provide one level living for older residents in the area to move onto and the constant need to overdevelop these properties leaves them with no options.
- o Hockley is already overcrowded and losing the village feel.
- o 2 existing trees would not be replaced
- o The road should be widened to allow for a turning lane into Great Eastern Road from Southend Road as travelling towards Rayleigh.
- o Distance between the boundaries would not be compatible with the existing neighbourhood.
- o The submitted plans are inaccurate. The proposed is obviously higher than its neighbours in Southend Road. The image of properties in Great Eastern Road is out of date.
- o Overdevelopment and out of character. The existing site has some good frontage and to put flats on the land is appalling and out of character with the housing close by. The height of the proposal could also cause difficulty when exiting Great Eastern Road and if parking is to be at the front then it would greatly detract from the appearance of the road.
- o Overlooking - not just to immediate neighbours but also other properties in Great Eastern Road. Rooms labelled bedrooms may become living rooms in the future.
- o Unreasonably high density compared to the surrounding area.
- o Scheme does not respect the height, bulk and general spaciousness of the surroundings- scheme is too high, too big and too close to its boundaries.
- o Plans show 14 car parking spaces - a shortfall of 3 spaces. Inadequate parking arrangements would likely to lead to residents/ visitors parking in Great Eastern, which will cause absolute chaos especially given this is a main route to the Station and on a bus route.
- o Existing building lines should be respected; in the case of corner plots this applies to both building lines. The development would not respect the existing building lines and would adversely impact on the local street scene.
- o Highway danger and congestions caused by increased traffic - this is already a very busy and dangerous road junction and to add this number of properties will only increase the risk of accidents occurring. The current building in progress on the opposite corner has, in the past few weeks, caused a number of near miss accidents. The site is close to a zebra crossing where people, quite often due to traffic build up, appear oblivious to the crossing and a number of times myself and my children have had near misses, a problem which could be further heightened by the traffic problems caused by these flats.

- o Highway danger and disruption caused by construction vehicles at this very busy junction.
- o Concern that overspill parking requirements for the flats will significantly increase the risk of accidents at the Southend Road/Great Eastern Road junction, especially as Great eastern Road has only part-time traffic restrictions and is a busy thoroughfare for traffic by-passing Hockley village centre and is also a bus route so needs to be as unobstructed as possible to allow smooth flow of traffic. Any narrowing due to increased parking has the potential to cause significant disruption to the traffic flow.
- o The plot has zig-zags at the front and double yellow lines all around so where do delivery drivers and visitors park - in nearby streets which already have problems with commuter parking.
- o Scale would be overpowering - overlooking bungalows and standard 2 storey houses. New development would totally dominate the corner. Development would be over-dominant and obtrusive due to its proposed height/mass and appear in stark contrast to other dwellings close by to the detriment of the character and appearance of the area. Harm to visual amenity. No other 3 storey development nearby so it will look completely out of place.
- o Lack of amenity space for children to play that might occupy the flats.
- o The proposed three storey development is over intensive and vastly out of scale with all the adjoining properties and the proposed height will overshadow and overlook the adjoining properties in Southend Road and in Gt Eastern Road and will result in a loss of privacy to them.
- o The height of the flat windows in the top storey facing across Gt Eastern Road will result in the total loss of privacy in our rear garden. The inclusion of balconies to the top storey flats will increase the loss of privacy to our property.
- o At present there are parking problems in Gladstone Road although it has some parking restrictions but with the addition of ten extra properties in this locality and their visitors' cars will exacerbate the problems for those residents of terraced houses fronting Gladstone Road who have to park in front of their properties as they have no other choice. Any development should include adequate off-street visitor parking.
- o The junction of Southend Road, Gt Eastern Road and Gladstone Road is currently very busy and the addition of so many additional flats with their associated vehicle movements will make the area more dangerous for all road users including pedestrians. During the fifteen years that we have lived at 20 Southend Road, there have been numerous road accidents at this junction of Southend Road and Great Eastern Road. The location of the new access on Gt Eastern Road directly opposite Gladstone Road will give rise to further conflicting turning traffic movements on this already busy bus route.
- o There appears to be a distinct lack of outdoor garden space (14 sq m. in some cases) for the enjoyment of residents due to the over development and related number of car parking spaces.
- o We strongly urge that any proposed development of this site be limited to two storeys and comprise only houses of a reasonable size and scale in keeping with the local area together with appropriate off street parking.
- o The road is already busy as is used as a through road to get to the properties the other side of Hockley station. There is already congestion of cars using

- this road. This is a disaster waiting to happen. There is already lots of accidents on the adjoining Southend Road and recent a fatality occurred on the road of the proposed site.
- o Adverse Impact on Residential amenity - proposed access to rear parking for some 10 vehicles would be to the side of No. 1 only 4 feet from the kitchen/dining room door which is fully glazed and the only means of accessing the patio and garden. The balcony/terrace at first floor would face the kitchen/diner of No. 1 and outside space and invade privacy. The proposed development on the Southend Road side would also invade the privacy of No. 1 to the lounge and garden. The development will take away privacy in the garden of No.1 and its neighbours due to the proposed three storey height and balconies that would directly overlook the properties.
 - o Loss of light and overshadowing - due to height and mass.
 - o Noise and disturbance by way of car lights, noise and fumes from cars entering and exiting the site.
 - o Concern about development causing subsidence of neighbouring properties.
 - o Development would block out light to the garden of No. 26 Southend Road as well as causing extra levels of noise and light pollution not only during construction but also once the site has been developed. To create such an enormous development on such a small plot of land seems ridiculous.
 - o This development creates undue residential intensification and 'town cramming'. It does not relate well to the existing street pattern, density and character of the locality.
 - o The proposed building will dominate the immediate area and change the landscape significantly. National and District planning policy states that design must ensure that the proposal would not represent an over intensification - this property increases building density at the site by 5 times and exceeds the average building density within the ward by 3 times.
 - o The comparison in the planning report with other local developments is disingenuous and shows intent to set precedent. The referenced Southend Road developments were next to, or on, commercial premises and not impinging on existing domestic property. They therefore should not be considered comparable when evaluating this proposal.
 - o The plans also appear to be unclear regarding height scale - the roof height is said in the report to be the height of surrounding buildings; however, the drawn plans seem to indicate the height to be that of the adjacent Edwardian chimney stack, and not the current roof line. Therefore, almost the entire length of the existing plot on both elevations is occupied by three full storeys. This creates a homogenous mass of building that exceeds the surrounding rooflines, fills the majority of the open space on the corner of the junction, and leaves the immediate area with a sense of being 'hemmed in'. This is not in keeping with the existing area.
 - o This proposal sets a concerning precedent for Rochford District planning strategy by allowing homogenous development of multi storey blocks of flats, thus permanently altering the local environment by backfilling all available space vertically as well as horizontally. This site occupies a key vista on the approach into central Hockley. To fill the space with a large three storey property presents a development that is not only out of keeping with the

- immediate properties, but also presents a material change to the landscape (and not a positive 'feature' building as the planning report suggests).
- o Council policy states that refuse is not collected from private drives, however, the planning documentation suggests that 10 wheelie bins and 2 large recycle dumpsters be wheeled through the visitor parking to the boundary of the property. 12 bins cannot be left obstructing the visitor parking access, and certainly not a matter of feet from a pedestrian crossing. Refuse collection will be prolonged at a busy road junction, blocking the view for road users and the pedestrian crossing alike.
 - o The visitor parking is also suggested to double up as disability parking, but the use of the area to move refuse bins presents a safety hazard to disabled residents and visitors.
 - o This development will have a direct impact on local residents' enjoyment of their property. The three storey structure enables view directly into gardens on the north and west elevations (many occupants will have views directly into 1 Great Eastern Road, and the even number Southend Road gardens).
 - o On the south elevation around half of the residents will have views across to rooms and gardens on the uneven numbered side of Southend Road due to the height of the proposed property.
 - o Great Eastern and Southend Road is a dangerous, busy junction, exacerbated by excessive speed on both roads there have been numerous accidents at the junction as witnessed by myself and a number of neighbours. A pedestrian crossing on Southend Road is within feet of the visitor access and already experiences near misses on a regular basis (again, my personal experience living close to the crossing). There is a bus stop is within a short distance of the general parking access, and when buses are pulled up the view of and from the parking access is significantly restricted.
 - o Once the foundations are laid, they are too close to the boundary to enable construction vehicles to access and park on the site - they will necessarily obstruct the path, carriageway and view of the pedestrian crossing.
 - o Notice has been given that Spa Road is permitted for partial closure for up to 36 days at a time, at any time as may be required during a period of 18 months from July this year (to enable utilities repairs and upgrades). Traffic will necessarily divert via Southend Road and Great Eastern Road - in view of the increased traffic and the safety concerns above, how does the council plan to address issues of construction and delivery vehicles obstructing either road during the effected period?
 - o In whatever form it may be approved, there should be a condition placed on this development that no major construction work be conducted while the works on Spa Road are active.
 - o There is nowhere for extra guests or temporary visitors to park - the surrounding roads have varying restrictions (including double yellow on Southend Road). There is also no viable access or parking for deliveries - visibility is severely reduced by large vehicles pulled up on either road and presents a genuine hazard for pedestrians using the crossing or traversing the junction. It also significantly increases the hazard for residents exiting driveways along Southend Road, Great Eastern, and the access road to Holly Court and Oak Court due to increased traffic.

- o Emergency vehicles will not be able to access the rear of the property - any emergency incident will effectively close the junction as fire trucks and ambulances will only be able to park on the carriageway.
- o The Visitor/second vehicle parking provision is woefully inadequate - the planning report suggests the use of side roads which currently have restrictions. Outside of restriction hours they are heavily occupied by residents, particularly Gladstone Road where the Victorian terraces do not have driveways or garages.
- o The limited access to the site, and proximity to the boundary once foundations are laid will mean that construction traffic will be parked on the public highway. Heavy construction activity and traffic will immediately impact residents and road users.
- o Presumably the bus stop would have to be re-sited elsewhere on Great Eastern to enable access to the site, causing further disruption to traffic and residents further down Great Eastern Road. Conventional building restrictions need to be observed - just because the site is on a main road does not mean that work should be allowed to occur outside of acceptable working hours (i.e. not late nights, early mornings or Sundays and public holidays).
- o The proposed properties will not address the issue of housing for young families and concealed households (as the commentary in the planning report suggests). Such residents are highly unlikely to have the sort of salary needed to secure mortgages at the level required, otherwise they would already have purchased one of the many cheaper flats and small houses (with outdoor amenity) in Hockley, for example on the Betts Farm estate. Rents in this area often exceed mortgage payments for similar property, meaning that concealed households and lower income families continue to be 'trapped' by the local housing market economics. Realistically, these flats will not be affordable or occupied by the councils target demographic, instead they will be purchased by commuters from more expensive areas or by landlords, thus exacerbating the affordability trap for local residents. This development will therefore help to alleviate housing issues for London and West Essex boroughs but not the Rochford District, meanwhile setting a precedent that will add pressure on our overstretched local NHS and Education services.
- o This development removes two perfectly serviceable properties that have multiple uses for elderly, disabled and families - yet not all accessibility options are catered for in the proposed development. The needs of the community could be much better served by two or three bungalows or small houses. Parking provision is also multi use (for visitors and disabled) which may leave a disabled permanent resident without access to suitable parking which must surely contravene accessibility requirements.
- o Hockley has retained its village atmosphere and sense of history, and 'punches above its weight' in terms of amenities available to residents. It is highly unusual for a town in South Essex and the Thames corridor, and contributes in no small way to the sense of community here that has enabled the town to thrive. It is clear from the objections raised to this development that local residents do not want their town to become just another homogenous, backfilled Thames Corridor commuter area. Setting a precedent for high density flat developments to sell to outpriced London based commuters does nothing to support the needs of the local community, or local

young people looking to step onto the housing ladder. While I understand that provision has to be made for additional housing in the area, the numerous safety, policy and overdevelopment issues associated with this development require urgent reconsideration of the proposal. The precedent it sets is a genuine concern for local residents. Consideration needs to be given to the context of what makes Hockley a successful community, and how best we can protect this for the benefit of generations to come.

- o The planned buildings will look a complete eyesore and are too modern looking with all the other houses around this plot. Some of the houses around this plot are some of the oldest in Hockley. To erect flats opposite these will just look totally out of character with the surrounding area. No other buildings are 3 stories high or even 2.5, as the developers will probably argue. The plans are to build right up to the boundary line and will dwarf the dormer bungalows along great eastern road.
- o The proposed height and balconies will take away everyone's privacy surrounding this building.
- o The new building will obstruct an already bad view and will no doubt cause more serious accidents with the additional cars/deliveries etc. coming out onto an already dangerous junction.
- o With regards to the car park layout, it does not look possible, if full, for cars to actually turn around with ease. Also it does not look like it would be easily accessible for emergency services like ambulances and Fire engines.
- o Wheelie bins, now this may not sound like an issue but is there going to be 3 wheelie bins per resident? if so where are these 30 bins potentially going to be stored and how are they going to be picked up every week by the dustbin people. Again, a large vehicle like this will not be able to access the site due to the restricted area and to be able to turn around. So will this mean that they will be stopping outside on a the busy road obstructing the flow of traffic with the increased chances of an accident on this junction.
- o There is one disabled parking space which looks like it will be located at the far left on the main road (Southend Road), literally next to a pedestrian crossing. This crossing is dangerous at the best of times, as cars always seem to carry on driving when people are waiting to cross due to excessive speeds that people drive along this road. Again to have someone trying to gain access and exit from this space onto a main road near a pedestrian crossing is just crazy beyond belief and will potentially cause an accident and quite possibly a fatal one.
- o Having chosen to live in Hockley for many years for it's quaint beauty and charm, it's been a shame to slowly watch dull characterless flats go up such as Hockley Rise and the flats next to Folly Lane.
- o It's also heart breaking when we let developers pack in as many abodes as they can into a space so everyone is living in a box. It's obvious this design has carefully used every inch from boundary line to boundary line to fit in as many flats as possible. We are on a high spot in Hockley here and the idea of building 3 floors is surprising and will stand out like a sore thumb next to it's surroundings.
- o It will certainly drastically change the look as you drive in and out of Hockley, and what once was a village is slowly becoming more and more built up. Is it not enough that we have numerous new houses and flats being built (without

a school or shops I might add). In Hall Road, Rochford. It would be nice to leave the villages alone when there are opportunities elsewhere such as this, no need to get greedy.

- o Policy objections -
- o Contravenes SPD1 3.3. Garden space less than required for 10 flats.
- o Contravenes SPD1 4.2 (a) The two existing trees between the proposed development and 1 Great Eastern Rd are not replaced.
- o Contravenes SPD1 7.2 in that the distance between the boundaries is not compatible with the existing neighbourhood.
- o Contravenes SPD1 15.5 and 18.3 in that the development has rooms that directly overlook the private garden areas of adjoining properties, specifically Bedroom 2 of Flat 9 and the Lobby of Flat 5 overlook not just the adjoining properties but those down the rest of Great Eastern Rd. Similarly the Bedrooms and Terrace of flat 6, the Bedrooms of Flat 7 and the Dining room of Flat 8 all overlook the gardens of the properties in Southend Rd looking towards The Spa.
- o Contravenes SPD1 15.7 in that the development represents unreasonably high density compared to the surrounding area.
- o Contravenes SPD1 18.1 in that the scheme as submitted does not respect height, bulk and general spaciousness of the surroundings. I.E. Too high, too big and too close to its boundaries. The block of flats directly opposite the proposed development is only two story and although it has a tiled roof it is still lower than the adjacent property and is much further back from the road lessening its impact. The two, three story blocks nearer the junction of Southend Rd and Spa Rd cannot be easily seen from the corner of Great Eastern Rd and again the height of the two, whilst similar, are not higher than the adjacent 45 Southend Rd.
- o Whilst not part of the SPDs it is considered good practice in the majority of council areas that the existing building lines will be respected. In the case of corner plots this applies to both building lines. This development does NOT respect the existing building lines which will adversely impact on the local street scene.

Second Consultation;

26 Neighbour representation received (from properties below) raising objections in respect of matters already detailed above in addition to the summarised objections detailed below;

2 Pargeters Hyam, 6 Southend Road, 39 Orchard Avenue, 20 Southend Road, 1 Great Eastern Road, 5 Great Eastern Road, 26 Southend Road, 5 Great Eastern Road, 17 Southend Road, 39 Merryfields Avenue, 27 Hampstead Gardens, 44 Spa Road, 10 Retreat Road, 38A Gladstone Road, 271 Main Road, 24A Gladstone Road, 32 Belchamps Way, 25B Belchamps Way, 16 Great Eastern Road, 18 Great Eastern Road, 9 Southend Road, 11 Southend Road, 15 Southend Road,

- o The finish on the properties, for example the glass doors and balconies is out of keeping (too modern) with existing neighbouring properties which are period houses and cottages dating back over 100 years in some cases.

- o Another issue that has arisen from the new plans is where the bins are now to be stored. They are to be stored within a gated enclosure directly on the Main Southend Road, parallel with the Zig Zag lines of a Pedestrian crossing. How the architects came up with this idea is beyond a joke. So now you will have the bin men having to stop on the Zig zags right next to the crossing for at least 5 minutes emptying the bins twice a week. This has the potential to cause an accident for both Pedestrians crossing the road and for drivers passing the standing bin lorry vs the oncoming traffic coming down a blindsided hill at speed.
- o Following on from the comments above with regards to potential accidents. The plans show the Bus stop on Great Eastern Road is made fully of glass, but in reality the back of the bus stop is all covered with black plastic along with the bottom of the sides. The only pieces of glass, are the sides at the top. I raise this point because the bus stop is roughly near to the entrance/exit of the proposed plans.
- o This would mean that cars exiting this development would have a bad field of view turning left and more concerning turning right onto Great Eastern Road. The speed at which some cars take cornering into Great Easter Road from Southend Road is alarming to say the least and more importantly could cause a major incident from exiting cars from the development. Not only this but as witnessed recently (I have photos if required) a bus was stopped at the bus stop and cars entering Great Eastern Road from Southend Road would not stop (could not stop really as traffic was building on Southend Road) so overtook the bus. Potentially this could cause an accident if anyone was exiting the new development.
- o The planners may argue that there is a driveway at this point at the current residents but that is only one car which has a good field of view as the current building is not obstructing the field of view. But the proposed plans would take up the field of view and also the amount of potential cars (18) would increase the chances of an accident happening.
- o Whilst there are three storey flats in Hockley, these are within the commercial centre and not in the pure residential area of this end of Southend Road. The proposal is much higher than all the surrounding buildings, seemingly being based upon the height of the chimneys of neighbouring houses rather than their roof lines, and the proposal does not sit back within the site from the roads as with the two storey flats opposite the proposed site.
- o Further to my previous comments (ref 7649 of 9/6/2018), the increase in the ratio of flats to parking spaces goes some way to alleviate my concerns over parking. However, I still have a concern over the potential for significant traffic congestion at what can be a busy junction, for both during the construction of this development and ongoing, with residents and visitors entering and leaving the site. Also, as I previously stated, if Great Eastern Road is used for overspill parking for residents and visitors, this will adversely impact the traffic flow in the area, if vehicles have to wait for oncoming traffic to pass before they can overtake parked vehicles to proceed.

Third Consultation

18 Responses received (summary of objections raised);

- Overdevelopment
- Amenity space not compliant
- Trees not replaced
- Out of character
- Too high density
- Building lines not respected
- Loss of bungalows
- Constructions vehicles and materials could not be stored on site
- Visitor parking likely to take place on surrounding streets not subject to parking restrictions and cause highway safety concerns
- Kitchen, dining room and lounge to No. 1 face proposed development and these rooms consist of largely glass windows - concern of overlooking to rooms and garden.
- Feeling of being hemmed in to No. 1 and overshadowed
- No. 1 is on a lower level - concerns about increase surface water floor risk
- removal of grass with increased hardstanding.
- Risk of surface water flooding
- Access and creation of blindspot as a result of bus station - dangerous
- Concern regarding refuse collection close to zebra crossing
- Fumes from cars parking in parking court to adjoining neighbours and associated noise and disturbance from vehicle movements/lights etc
- Impact on stability of adjoining properties.

APPROVE

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

2 The development hereby permitted shall not be carried out other than in accordance with the approved plans listed below:

Drawing Numbers 1720-13F, 1720-05F, 1720-12D, 1720-04F, 1720-11E, 1720-10C, 1720-09E, 1720-08H, 1720-06F, 1720-07F, 1720-03 and 1720-02C.

3 Details of all external facing and roofing materials including windows and doors for use in construction of the development hereby approved shall be submitted to and agreed in writing by the Local Planning Authority prior to first use of the materials. Such materials as may be agreed in writing by the Local Planning Authority shall be those used in the development hereby permitted.

- 4 Prior to occupation of any of the flats hereby approved, plans and particulars, showing precise details of the hard and soft landscaping which shall form part of the development hereby permitted, shall have been submitted to and agreed in writing by the Local Planning Authority. Any scheme of landscaping details as may be agreed in writing by the Local Planning Authority, which shall show the retention of existing trees, shrubs and hedgerows on the site and include details of:
- o schedules of species, size, density and spacing of all trees (to include a minimum of 4 No. new trees), shrubs and hedgerows to be planted;
 - o existing trees to be retained;
 - o areas to be grass seeded or turfed;
 - o paved or otherwise hard surfaced areas including details of permeable surface to the driveways or on-site drainage to prevent run-off onto the highway from the driveways;
 - o existing and finished levels shown as contours with cross-sections if appropriate;
 - o means of enclosure and other boundary treatments (to be low level adjacent the proposed access to aid visibility);
- shall be implemented in its entirety during the first planting season (October to March inclusive) following commencement of the development, or in any other such phased arrangement as may be agreed in writing by the Local Planning Authority. 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.
- 5 Details of the proposed privacy screens and enclosures to the terraces and balconies shall be submitted to and approved in writing by the Local Planning Authority prior to their installation. Only those screens and enclosures as agreed shall be installed and these shall be retained in perpetuity; no other privacy screen shall be installed at any time. The screen to the terrace to the western elevation at first floor level shall be a minimum of 1.7 metres in height from the terrace level and shall be of an obscure material and retained in perpetuity.
- 6 Prior to occupation of the flatted block hereby approved, revised plans showing provision of the minimum built-in storage to all flats shall be submitted to and approved in writing by the Local Planning Authority. The flats shall then be provided with the built-in storage as agreed.
- 7 Part G (water efficiency) of the Building Regulations (2010) shall be met for the dwellings hereby approved and be permanently retained thereafter.
- 8 Part L of the Building Regulations 2010 in respect of energy performance shall be met for the dwellings hereby approved.

- 9 Prior to commencement of the development hereby approved details of surface water drainage shall have been submitted to and agreed in writing by the Local Planning Authority. Details as agreed shall be implemented at the site and contained in perpetuity.
- 10 No development shall take place, including any ground works or demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
 - i. the parking of vehicles of site operatives and visitors
 - ii loading and unloading of plant and materials
 - iii storage of plant and materials used in constructing the development
 - iv. wheel and underbody washing facilities
- 11 Any existing redundant accesses at the site frontage shall be suitably and permanently closed incorporating the reinstatement to full height of the footway / kerbing with all works complete prior to first occupation at the site.
- 12 Any gates provided at the shared vehicular access shall be inward opening only and shall be set back a minimum of 6 metres from the back edge of the highway boundary.
- 13 The vehicle parking area and associated turning area shown on the approved layout plan shall be retained in the agreed form at all times and available solely for the parking and turning of vehicles.
- 14 There shall be no discharge of surface water from the development onto the Highway.
- 15 No unbound material shall be used in the surface treatment of the car parking areas.
- 16 Prior to first occupation at the site the Developer shall be responsible for the provision and implementation of a Residential Travel Information Pack for sustainable transport, approved by Essex County Council, to include six one day travel vouchers for use with the relevant local public transport operator. One pack per dwelling.

Relevant Development Plan Policies and Proposals:

Policies H1, H5, H6, CP1, ENV9, T1, T3 and T8 of the Core Strategy 2011

Policies DM1, DM2, DM3, DM4, DM25, DM27, DM28 and DM30 of the Development Management Plan 2014

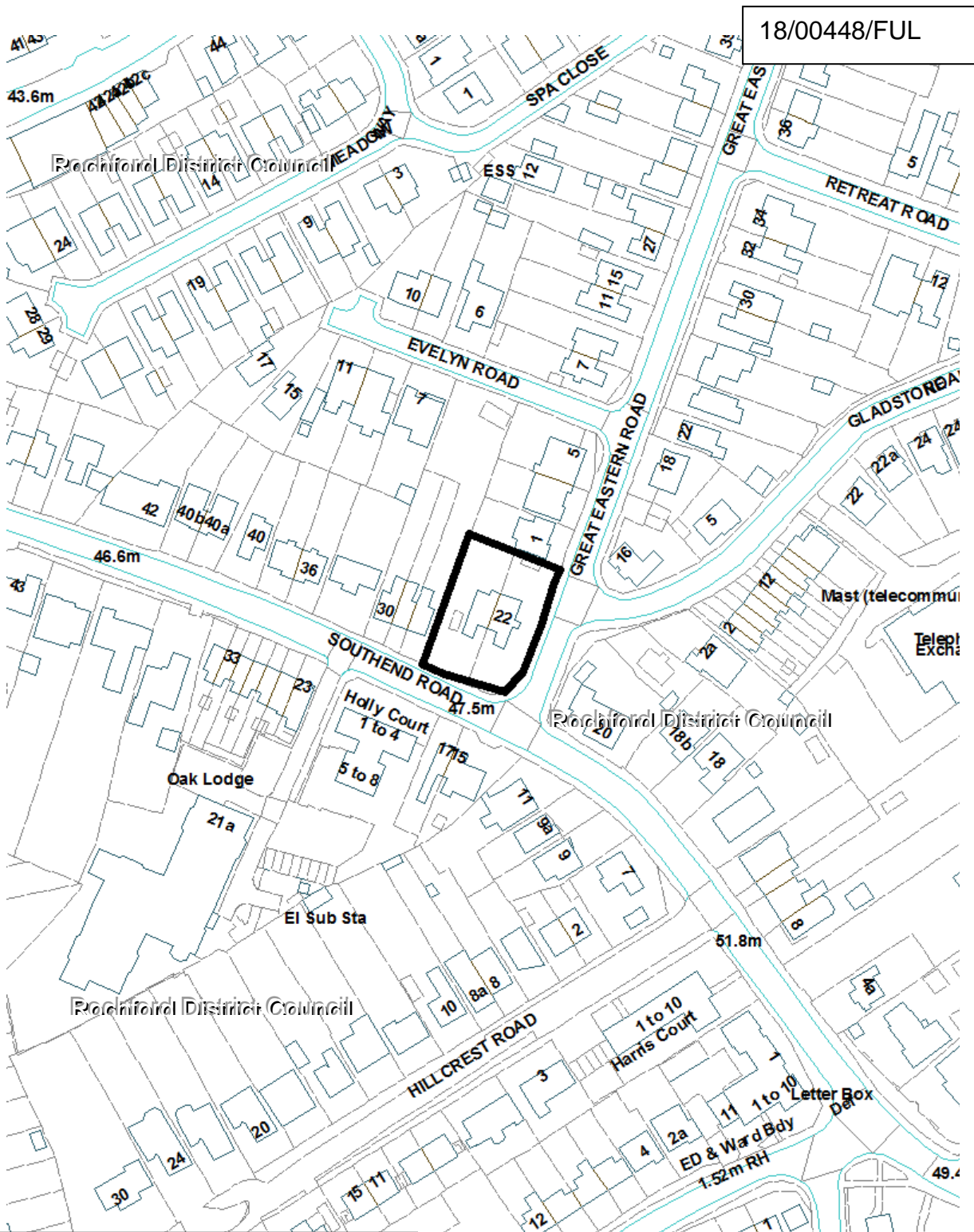
Allocations Plan Policies Map 2014

Supplementary Planning Document 2

Parking Standards: Design and Good Practice Supplementary Planning Document adopted December 2010

National Planning Policy Framework and Planning Practice Guidance.
Natural England Standing Advice

The local Ward Member(s) for the above application is/are Cllr A H Eves Cllr B T Hazlewood Cllr K H Hudson



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