

18/01026/REM

**LAND BETWEEN 7 AND 13 CAGEFIELD ROAD,
STAMBRIDGE**

**APPLICATION FOR RESERVED MATTERS RELATING TO
ACCESS, LAYOUT, APPEARANCE AND SCALE FOR
PROPOSED 3 No. SELF CONTAINED APARTMENTS WITH
ASSOCIATED ACCESS, PARKING, SOFT AND HARD
LANDSCAPING FOLLOWING OUTLINE PLANNING
PERMISSION REFERENCE 17/0070/OUT**

APPLICANT: ROCHFORD DISTRICT COUNCIL
ZONING: RESIDENTIAL
PARISH: STAMBRIDGE PARISH COUNCIL
WARD: ROCHE NORTH AND RURAL

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 carried out in accordance with the following approved plans and documents: 200, 201, 202.

REASON: To ensure that the development is carried out in accordance with the details as approved.

- (2) The external surfaces of the development hereby approved shall be constructed of materials and finish as detailed in the Design and Access Statement dated October 2018, unless otherwise agreed in writing by the local planning authority.

REASON: In the interest of the character and appearance of the area in accordance with policy DM1 and DM3 of the Development Management Plan and the NPPF.

- (3) Prior to the occupation of the development hereby approved the parking area shall be constructed, surfaced, laid out and made

available for such purposes in accordance with the approved plans and retained as such thereafter.

REASON: To ensure appropriate parking is provided in accordance with policy DM30 of the Development Management Plan.

- (4) Prior to the first occupation of the development four car parking spaces, each with minimum dimensions of 2.9m x 5.5m in accordance with current parking standards, shall be provided as shown on drawing No. 201 hereby approved.

REASON: To ensure adequate space for parking off the highway is provided in the interest of highway safety in accordance with policy DM30 of the Development Management Plan.

- (5) Prior to occupation the vehicular access at the site frontage shall be widened as shown on planning drawing 'Proposed Site Plan' and constructed at right angles to the highway boundary and to the existing carriageway. The access shall be provided with an appropriate dropped kerb vehicular crossing of the highway verge and footway.

REASON: To ensure that vehicles can enter and leave the highway in a controlled manner in the interest of highway safety in accordance with policy DM30 of the Development Management Plan.

- (6) No unbound material shall be used in the surface treatment of the vehicular access and car parking areas.

REASON: To avoid displacement of loose material onto the highway in the interest of highway safety in accordance with policy DM30 of the Development Management Plan.

- (7) There shall be no discharge of surface water from the development onto the highway.

REASON: To prevent hazards caused by water flowing onto the highway and to avoid the formation of ice on the highway in the interest of highway safety to ensure accordance with policy DM30 of the Development Management Plan.

- (8) The hard landscape works shall be carried out in accordance with the details contained within approved plan L.1 prior to the beneficial occupation of the development hereby approved.

The soft landscape works shall be carried out in accordance with the details contained within approved plan L.1 within the first available planting season (October to March inclusive) following the occupation of the dwelling hereby approved.

If within a period of five years from the date of the planting of any tree or plant, or any tree or plant planted in its replacement, is removed, uprooted, destroyed, dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective, another tree or

plant of the same species and size as that originally planted shall be planted in the same place, unless the Local Planning Authority gives its written consent to any variation.

REASON: To protect the character of the area in accordance with policy DM1 and DM3 of the Development Management Plan and the NPPF.

2 PLANNING APPLICATION DETAILS

2.1 This application is to be considered by the Development Committee as the applicant is Rochford District Council.

2.2 On 27 March 2017 outline planning permission (17/00070/OUT – hereafter the 'OPP') was granted for:-

outline application for proposed 3 no. self contained apartments with associated parking, soft and hard landscaping works.

2.3 The application was an outline one, with all matters reserved. The matters reserved would be determined via a reserved matters application at a later stage. The OPP was subject to a number of planning conditions, which are summarised below:-

- Detail of reserved matters to be applied for;
- A reserved matters application should be submitted within three years from the date of the OPP;
- External facing windows and doors and roofing materials shall be submitted;
- Car parking spaces shall be provided;
- All dwellings to comply with Technical Housing Standards – Nationally Described Space Standards;
- Part G (water efficiency) of the Building Regulations (2010) shall be met;
- Part L of the Building Regulations 2010 in respect of energy performance shall be met;
- A separation distance of not less than 17m between the rear windows of the building hereby approved and the ground floor windows of the dwellings backing onto the site, Nos. 33 and 35 Ash Tree Court; and
- The provision of areas within the curtilage of the site or elsewhere to be used for the purpose of loading and unloading, reception and storage of

building materials and the parking of site operatives' vehicles and plant associated with the construction of the development.

- 2.4 This application has been submitted to deal with all reserved matters following the OPP.
- 2.5 This reserved matters application seeks consent for details relating to access, appearance, landscaping, layout and scale.
- 2.6 A reserved matters application is not an opportunity to re-examine the principle of development which has already been established by the granting of the OPP. The OPP was supported by a number of parameter plans which set out the key design principles to be followed. These parameter plans included:-
- Proposed site plan
 - Proposed Elevations and Floor Plans
- 2.7 This reserved matters application has been prepared in full accordance with these parameter plans.

3 THE SITE

- 3.1 The site is located within the settlement of Stambridge. The site is a vacant plot of land located on the southern side of Cagefield Road.
- 3.2 The site is broadly rectangular in form with a width of 14m, an average depth of 22m and an area of 306.5m². The land is flat and presently laid to grass.
- 3.3 The site sits between two storey residential buildings. To the west is a block of four flats (Nos. 1, 3, 5 and 7 Cagefield Road) and a semi-detached dwelling (13 Cagefield Road). Opposite the site is a block of eight flats. The remainder of the properties on Cagefield Road are pairs of two storey semi-detached houses. To the rear are semi-detached houses on Ash Tree Court.

4 RELEVANT PLANNING HISTORY

- 4.1 17/00070/OUT – APPROVED - Outline application for proposed three self contained apartments with associated parking, soft and hard landscaping works.

5 MATERIAL PLANNING CONSIDERATIONS

Principle of Development

- 5.1 The outline planning permission (reference 17/00070/OUT) established the acceptability of the principle of the development proposed. Therefore, the main issues which require consideration as part of the determination of this

application are outstanding Reserved Matters ‘Appearance’, ‘Layout’, ‘Scale’, ‘Access’ and ‘Landscaping’ of the development.

5.2 In the National Planning Practice Guidance, Paragraph: 006 Reference ID: 14-006-20140306 and The Town and Country Planning (Development Management Procedure) (England) Order 2015, it clearly states that for Reserved Matters applications the following would have to be submitted in support of the application:-

- ‘Access’ —the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.
- ‘Appearance’ — the aspects of a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.
- ‘Landscaping’ — the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes: (a) screening by fences, walls or other means; (b) the planting of trees, hedges, shrubs or grass; (c) the formation of banks, terraces or other earth works; (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and (e) the provision of other amenity features.
- ‘Layout’ — the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development.
- ‘Scale’ — the height, width and length of each building proposed within the development in relation to its surroundings.

Appearance, Scale and Layout

5.3 The planning system promotes high quality development through good inclusive design and layout and the creation of safe, sustainable, liveable and mixed communities. Good design should be indivisible from good planning. Recognised principles of good design seek to create a high quality built environment for all types of development.

5.4 It should be noted that good design is fundamental to high quality new development and its importance is reflected in the reflected National Planning Policy Framework (NPPF). The NPPF states that:-

“The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.”

“Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents.”

- 5.5 Policy CP1 of the Core Strategy seeks to achieve good, high quality design within proposals that have regard to local flavour. Policy DM1 of the Development Management Plan reinforces policy CP1 confirming that the design of new developments should promote the character of the locality to ensure that the development positively contributes to the surrounding natural and built environment and residential amenity, without discouraging originality, innovation or initiative. Similarly, policy DM3 states that proposals for infilling must demonstrate that the following have been carefully considered and positively addressed the design of the proposed development in relation to the existing street pattern and density of the locality.
- 5.6 The proposed building is two storey in height with the appearance of a pair of semi-detached dwellings, typical of Cagefield Road, with elevational treatment consisting of a combination of brick work, render, gabled end roof and appropriate fenestration which would assimilate within the character and appearance of the surrounding area.
- 5.7 The proposed height of the building would follow the existing ridge line along the southern side of Cagefield Road. It is considered that the scale of the development would not appear too dissimilar to its context.
- 5.8 A modern design has been applied to the building which has a vertical emphasis to its massing and scale. The massing is generally well articulated with horizontal proportioned fenestration. The building incorporates a main gabled end roof form, together with square bay windows and canopies above the front entrances. These features are considered to break up the front elevation and create visual interest.
- 5.9 The proposed development would have a modern appearance but a traditional palette of materials has been applied. The materials would consist of red brick at ground floor and white render at first floor for the external walls, grey uPVC casement windows, together with plain interlocking roof tiles.
- 5.10 The front and rear elevations would somewhat be staggered in relation to the built form either side to adapt to the appearance of the street scene and to retain a 17m back to back relationship with the dwellings on Ash Tree Court to the rear, which is required by condition 8 imposed on OPP reference 17/00070/OUT. The staggered relationship is considered acceptable.
- 5.11 The floor plans illustrate a two-bed flat at ground floor with two one-bed flats at first floor level. Access to the residential units is gained via two separate front entrances. The ground floor flat would share the same entrance as flat three at first floor. Flat one at first floor would have its own entrance.

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- 5.12 Car parking is laid out to the front. Either side of parking spaces one and four there would be pedestrian access leading to the front doors. Bin storage would be provided in recessed areas to the building set within the side elevations. A shared usable amenity area of 98m² would be provided to the rear of the building. This would exceed the 25m² of shared space per dwelling (total of 75m²) required by SPD2.
- 5.13 It is considered that the proposed appearance, scale and layout follows the indicative plans approved at the outline stage which is considered acceptable. The proposed development would not result in demonstrable harm to the character and appearance of the street scene.

Car Parking and Access

- 5.12 Access is gained directly off Cagefield Road whereby there would be an area of hardstanding to the front of the proposed building laid out to accommodate four car parking spaces. The access is considered acceptable and would not have an impact upon highway safety.
- 5.13 Policy DM30 of the Development Management Plan seeks the provision of off road parking in order to secure highway safety and minimise harm to visual and local amenities. The EPOA parking standards seek a minimum of one off road car parking space per one-bedroom dwelling and two off road car parking spaces for a two or more-bedroom dwelling. Visitor parking is required at 0.25 spaces per dwelling. In this instance, one visitor parking space is required.
- 5.14 The proposal involves four car parking spaces for two one-bedroom flats and one two-bedroom flat to be laid out to the front, which measure in accordance with the Parking Standards. The site would not be able to provide the parking standard requirement of two spaces per two-bed flat and one space per one-bed flat plus one visitor (total of 5 spaces) but the shortfall of one space would not be significant. There would be enough car parking spaces proposed within the site to serve the proposed dwellings. In addition, there are also no parking restrictions on Cagefield Road and most properties have off street parking for two cars or more. The proposed development, therefore, is considered acceptable and would not have a detrimental impact upon highway safety, nor would it materially harm the free flow of traffic. It would therefore comply with policy DM30 of the Development Management Plan.
- 5.15 Essex County Council Highway Authority has been consulted and no objections have been raised, subject to the following conditions: vehicular access should be widened and constructed at right angles; four car parking spaces shall be laid out to the correct dimensions; no unbound material shall be used in the surface treatment; loading and unloading of materials shall be identified clear of the highway; there shall be no discharge of water onto the highway; and residential travel packs shall be provided.

Landscaping

- 5.16 As part of the Reserved Matters application for 'Landscaping', hard and soft landscaping details have been submitted for consideration. Drawing No. L.1 shows that the site would be laid to grass at the rear. The scrubs along the southern boundary would be retained. A 1.8 metre high close boarded fence is proposed and will enclose the rear garden area of the property. This is considered acceptable for the future occupiers of the site.
- 5.17 The hard landscaping comprising a patio area to the rear of the building and to the front forming a footpath to the entrance of the house and car parking area is considered acceptable (material: concrete flag paving 'Marshalls: Charnwood (French grey)'). The driveway would be made up of permeable block paving which would also be acceptable. Planters are proposed around the edge of the building to provide a soft buffer.

Other Matters

Residential Amenity

- 5.18 The windows in the front elevation overlook the highway which is considered acceptable as it will not impinge on the privacy of existing residents.
- 5.19 The proposed building is situated in a position whereby there would be sufficient distances between the proposed building and the adjacent residential dwellings to the east and west. It is not considered that the proposal would have a detrimental impact upon the private amenity of the occupiers at these properties in relation to having an overbearing or overlooking impact. The proposed development would comply with the Council 45° test.
- 5.20 A back to back distance of 17m would remain between the proposed building and the buildings situated at the rear. This is required by condition 8 imposed on the OPP and is considered acceptable as the back to back distance proposed is sufficient to mitigate against any overlooking. This distance, however, compares favourably with 17m between windows to those dwellings in Ash Tree Court and the neighbouring flats at Nos. 1, 3, 5 and 7 Cagefield Road, which have been in existence for many years. Additionally, a condition would be imposed to obscure glaze the windows that relate to bathrooms at the rear to mitigate against overlooking.
- 5.21 A window would exist in the eastern and western flank elevations and serve a landing area. These windows would not serve habitable rooms and are therefore considered acceptable as overlooking would not occur from these windows.
- 5.22 It is considered that a development of three flats could be accommodated within the site that would not result in any detrimental impact upon the

occupiers of neighbouring properties by way of causing excessive overshadowing, as a result of being overbearing or causing overlooking and loss of privacy, complying with policies DM1 and DM3 of the Development Management Plan.

Technical Housing Standards

- 5.23 The Ministerial Statement of 25 March 2015 announced changes to the Government's policy relating to technical housing standards. The changes sought to rationalise the many differing existing standards into a simpler, streamlined system and introduce new additional optional Building Regulations on water and access, and a new national space standard.
- 5.24 Rochford District Council has existing policies relating to all of 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, as advised by the Ministerial Statement.
- 5.25 Until such time as existing policy DM4 is revised, this policy must be applied in light of the Ministerial Statement. All new dwellings are therefore required to comply with the new national space standard, as set out in the DCLG Technical Housing Standards - Nationally Described Space Standard March 2015.
- 5.26 The proposal comprises two one-bedroom flats and one two-bedroom flat. The two one-bed, 1-person dwelling would require a minimum Gross Internal Area of 39 square metres with 1 square metre of built in storage and one two-bed, 4-person dwelling would require a minimum Gross Internal Area of 70 square metres with 2 square metres of built in storage. The one-bed dwellings would have a GIA of some 46 square metres including space to accommodate some 1 square metre of built in storage and the two-bed dwelling would have a GIA of some 70 square metres, including space to accommodate some 2 square metres of built in storage. The proposed dwellings would meet the national space standard.
- 5.27 Until such 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 is recommended to ensure compliance with this Building Regulation requirement.
- 5.28 In light of the Ministerial Statement which advises that planning permission 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.

6 CONSULTATIONS AND REPRESENTATIONS

Stambridge Parish Council

6.1 The parish council advises that it has noted the application.

Essex County Council – Highway Authority

6.2 No objections, subject to conditions:-

- The vehicular access should be widened and constructed at right angles;
- Four car parking spaces shall be laid out to the correct dimensions;
- No unbound material shall be used in the surface treatment;
- Loading and unloading of materials shall be identified clear of the highway; and
- There shall be no discharge of water onto the highway and residential travel packs shall be provided.

Neighbour Representations

6.3 One letter has been received from the following address.

Ash Tree Court: 33

and which in the main make the following comments and objections:-

- We previously enquired about buying this land, but no one came back to us.
- It will have an adverse effect on the residential amenity of neighbours; because of noise, disturbance, overlooking, loss of privacy, overshadowing, etc.;
- It will lead to unacceptably high density/over-development of the area;
- It will have a negative visual impact;
- It will affect the character of the neighbourhood;
- Design (including bulk and massing, detailing and materials, if these form part of the application);
- The proposed development is overbearing, out of scale or out of character in terms of its appearance compared with existing development in the vicinity;
- The loss of existing views from neighbouring properties would adversely affect the residential amenity of neighbouring owners;
- The development would adversely affect highway safety or the convenience of road users;

- Unacceptable loss of light;
- We object to the proposed development of additional property on open space to the side of this application site.
- The proposed development will have a serious impact on our standard of living.

- Our specific objections are as follows:
 1. Detrimental impact on residential amenities
 - District Wide Local Plan, Policy 4.19: Proposals for development should be of good design and respect the character of the surroundings. The Local Planning Authority will have regard for i) the appearance and treatment of spaces between and around buildings ii) the amenities of neighbouring residents.
 - District Wide Local Plan, Policy 6.2: Residential development will be permitted except ii) where it would demonstrably harm the character or appearance of an area or amenities enjoyed by residents.
 - District Wide Local Plan, Policy 6.49: In determining applications for residential infill development, the LPA will take into account the form, size and character of adjoining development. An acceptably sized plot in a high-density area may not be of an acceptable size in a low-density area typically characterised by larger properties built on substantial plots. The means of access should be both safe and convenient, and should not adversely affect the amenities of any existing residential property. Adequate provision should be made for car parking. There should be sufficient space between old and new buildings to maintain the amenity and privacy of adjoining houses.
 - District Wide Local Plan, Policy 6.8: Infill residential development will be permitted in appropriate locations subject to detailed considerations including density, height, site coverage, means of access, landscaping, physical considerations, open space and parking provision. New developments will be expected to (i) complement and respect the character and amenity of neighbouring developments ii) provide a high standard of layout and design that ensures adequate privacy for the occupants of the building and of adjacent residential properties (iii) provide a pleasant and safe residential
 - We believe that the proposed development contravenes these policies. It does not respect local context and street pattern or the scale and proportions of surrounding buildings and would be out of the character with the area, to the detriment of the local environment. The properties along Cagefield Road are typically characterised by plots with spacing in between. The proposed dwelling would be 1m from Cagefield Road. So, the scale and design of the development will be out of keeping.

- The proposal would demonstrably harm the amenities enjoyed by local residents, in particular, safe and available on road parking (see point 6), valuable green space (see point 2), privacy (see point 5) and the right to enjoy a quiet and safe residential environment.
2. Need to avoid town cramming
- District Wide Local Plan, Policy 4.25: The Local Planning Authority will require that, where necessary, development proposals include sufficient land for planting and landscaping.
 - District Wide Local Plan, Policy 4.51: The appearance and treatment of the spaces between and around buildings is also of great importance. Where these form part of an application site, the landscape design will often be of comparable importance to the design of the buildings and should likewise be the subject of consideration, attention and expert advice. The aim should be for any development to result in a benefit in environmental and landscape terms.
 - District Wide Local Plan, Policy 6.52: In re-using land in the existing built up area the Local Planning Authority will attempt to balance the demand for housing provision with the need to avoid town cramming. The appropriateness of residential redevelopment will depend on the social, environmental and economic characteristics of the site and the local area.
 - We believe that the proposed development contravenes these policies. The proposed dwelling would significantly alter the fabric of the area and amount to “cramming” in what is a low density road (see point 1). The applicant states that the proposed dwelling would have a large garden, but the nature and orientation of the plot means that the garden would be small for a three storey dwelling, particularly compared to the large plots of the surrounding properties. The proposal allows little space for landscaping and we believe that it would lead to over-development of the site. The proposed development would not provide any benefit in environmental or landscape terms, but would result in a loss of green space.
3. Ground stability and drainage
- District Wide Local Plan, Paragraph 3.57: Government guidance on land stability contained in PPG14 “Development on unstable land” states that the principle aims of considering land instability at the planning stage are to minimise the risks and effects of land instability on property, infrastructure and the public, and to assist in safeguarding public and private investment by a proper appreciation of site conditions and necessary precautionary measures District Wide Local Plan, Paragraph 3.60: The structure plan acknowledges that the

stability of land can have significant implications as to what form of development is appropriate or could be considered. There are circumstances where the instability of land may preclude certain types of development, and implementation policy B requires that when preparing local plans and determining applications for development the local planning authorities should take into account the stability of the site and its surroundings.

- District Wide Local Plan, Paragraph 3.62: certain areas of the borough have been identified where particular consideration of instability will be needed, in particular land that is graded and subject to subterranean water flows.
- We are concerned about the impact the proposed works could have on the stability of our property. Any excavation work could have an adverse impact upon the stability of the existing structures.
- We have concerns about the impact of the proposed development on surrounding properties in terms of drainage, as well as ground stability.

4. Loss of privacy and overlooking

- District Wide Local Plan, Policy 6.8: New developments will be expected to (ii) provide a high standard of layout and design that ensures adequate privacy for the occupants of the building and of adjacent residential properties.
- The proposed site of development is at such an angle that the primary amenity area of our garden, a raised terrace with seating, would be severely overlooked from the top rooms of the new development, resulting in a serious invasion of our privacy.
- We believe that the proposed development contravenes policy 6.8 of the District Wide Local Plan. The design of the proposed development does not afford adequate privacy for the occupants of the building or of adjacent residential properties, particularly regarding their right to the quiet enjoyment of garden amenities.

5. Inadequate parking and access

- District Wide Local Plan, Appendix 4: According to the parking guidelines set out in this document, a two storey development in general residential development is required to have parking space for a minimum of two cars, provided that there is access to a further unassigned space nearby.
- We believe that the proposed development does not provide sufficient parking space to meet these requirements. In addition to this, there is

already on street parking pressure on Cagefield Road and we believe the proposed additional parking provision will damage both highway safety and residential amenity.

6. Non-compliance with other District Wide Local Plan policies

- District Wide Local Plan, Chapter 6, Objective 4: To enable the provision of affordable housing to meet local need and to ensure that the housing will continue to meet that need in perpetuity.
- District Wide Local Plan, Chapter 6, Objective 5: To ensure that the new housing development on infill sites is appropriate and takes account of the characteristics of each site.
- The applicant states that the development is considered to be applicable to objectives listed in Chapter 6; however, we consider the proposed development contravenes the above objective from the same chapter. See points 1 and 2.

7. Non-compliance with Government guidance

- Government Planning Policy Statement PPS1, Paragraphs 17 to19: The Government is committed to protecting and enhancing the quality of the natural and historic environment, in both rural and urban areas. Planning policies should seek to protect and enhance the quality, character and amenity value of the countryside and urban areas as a whole. A high level of protection should be given to most valued townscapes and landscapes, wildlife habitats and natural resources.
- Government Planning Policy Statement PPS3: Housing, Paragraphs 13-14: Good design should contribute positively to making places better for people. Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted. LPAs should encourage development that creates places, streets and spaces which meet the needs of people, are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity and maintain and improve local character.
- We believe the proposal to contravene this guidance as it is to the detriment of the quality, character and amenity value of the area, as outlined in the points above.
- In conclusion, we would also like to request that, should the application be approved, the Council considers using its powers to enforce controlled hours of operation and other restrictions that might make the duration of the works more bearable.

- The proposed site of development is small and contained, with no road frontage, so we would ask that consideration be made as to how and where construction vehicles and staff would gain access to the site for unloading and parking without causing a highway hazard or inconveniencing neighbours.

7 EQUALITY AND DIVERSITY IMPLICATIONS

- 7.1 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.

8 CONCLUSION

- 8.1 Based on the details submitted, it is considered the 'Appearance', 'Layout', 'Scale', 'Access' and 'Landscaping' for the site is considered acceptable and would not have a visual impact on the character and appearance of the area, residential amenity or car parking. In this respect the Reserved Matters application should be recommended for approval, subject to conditions.



Marcus Hotten
Assistant Director, Environmental Services

Relevant Development Plan Policies and Proposals

National Planning Policy Framework 2019

Rochford District Council Local Development Framework Core Strategy Adopted Version (December 2011) – CP1, H1, H5, H6, ENV9, T8

Rochford District Council Local Development Framework Development Management Plan adopted 16th December 2014. – DM1, DM2, DM3, DM4, DM25, DM27, DM30

Rochford District Council Local Development Framework Supplementary Planning Document 2 Housing Design (January 2007)

Parking Standards Design and Good Practice (2010)

Background Papers:-

None.

For further information please contact Katie Ellis on:-

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

18/01026/REM



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