



Rochford District Council

**SCHEDULE OF PLANNING APPLICATIONS TO BE CONSIDERED BY
PLANNING SERVICES COMMITTEE 23rd September 2004**

All planning applications are considered against the background of current Town and Country Planning legislation, rules, orders and circulars, and any development, structure and locals plans issued or made thereunder. In addition, account is taken of any guidance notes, advice and relevant policies issued by statutory authorities.

Each planning application included in this Schedule is filed with representations received and consultation replies as a single case file.

The above documents can be made available for inspection as Committee background papers at the office of Planning Services, Acacia House, East Street, Rochford.

If you require a copy of this document in larger print, please contact the Planning Administration Section on 01702 – 318191.

PLANNING SERVICES COMMITTEE - 23 SEPTEMBER 2004

Ward Members for Committee Items

ASHINGDON AND CANEWDON

Cllr Mrs T J Capon

Cllr T G Cutmore

FOULNESS AND GREAT WAKERING

Cllr T E Goodwin

Cllr C G Seagers

Cllr Mrs B J Wilkins

ROCHFORD

Cllr K J Gordon

Cllr Mrs S A Harper

Cllr Mrs M S Vince

WHEATLEY

Cllr J M Pullen

Cllr Mrs M J Webster

PLANNING SERVICES COMMITTEE 23rd September 2004

REFERRED ITEMS

R1	04/00637/FUL Single Storey Flat Roofed Side Extension To Form Classroom Rochford Primary School Ashingdon Road Rochford	Mrs Deborah Board	PAGE 4
R2	04/00638/CON To Remove Part Of External Walls To Existing School Building To Allow Construction Of Proposed Classroom Rochford Primary School Ashingdon Road Rochford	Mrs Deborah Board	PAGE 7

SCHEDULE ITEMS

3	04/00685/FUL Demolish Existing Petrol Service Station, Garage And Outbuildings. Construct New Building Containing 8 x 2-Bed Self Contained Flats And 10 x 1-Bed Self Contained Flats On The Ground Floor And First And 3 x 2-Bedroom And 2 x 1-Bedroom Flats On Second Floor Service Garage Southend Road Great Wakering	Mr Leigh Palmer	PAGE 10
4	04/00158/OUT Construction of Three Storey Building with Parking (24 Flats) (Siting and Means of Access) (Covering no.s 46 to 52 Crown Hill) 46 To 52 Crown Hill Rayleigh	Mrs Deborah Board	PAGE 17
5	04/00628/FUL Demolish Existing Store And Build Two Storey Side Extension To Existing House 45 Cagefield Road Stambridge	Mrs Monica Palmer	PAGE 27

**PLANNING SERVICES COMMITTEE - 23rd September 2004 Item R1
Referred Item**

TITLE : **04/00637/FUL**
SINGLE STOREY FLAT ROOFED SIDE EXTENSION TO
FORM CLASSROOM
ROCHFORD PRIMARY SCHOOL ASHINGDON ROAD
ROCHFORD

APPLICANT: **MR G RAMPERSAUD**

ZONING: **RESIDENTIAL**

PARISH: **ROCHFORD PARISH COUNCIL**

WARD: **ROCHFORD**

In accordance with the agreed procedure this item is reported to this meeting for consideration.

This application was included in Weekly List no. 741 requiring notification of referrals to the Head of Planning Services by 1.00 pm on Tuesday, 31st August 2004, with any applications being referred to this meeting of the Committee. The item was referred by Cllr Mrs M S Vince.

The item that was referred is appended as it appeared in the Weekly List, together with a plan.

- 1.1 **Rochford Parish Council-** A pitched roof would be more appropriate in the area.

NOTES

- 1.2 The extension is to be sited towards the rear of the southern elevation of the main school building. Due to the need to retain suitable emergency access to the rear of the site the proposed extension is to have an angled footprint, with the widest part to the rear of the main building. The proposed materials are facing brickwork with flat roof.
- 1.3 It is accepted that whilst the extension is sited to the rear of the main property it will have a public view from Ashingdon Road and as such it is considered that both the school and the extension commands a prominent position within the Rochford Conservation Area. Given this location it is considered that the proposed addition is poorly detailed and would be an unsympathetic addition to the main school building and would be a visually intrusive building in the street scene in particular and the conservation area in general.

**PLANNING SERVICES COMMITTEE - 23rd September 2004 Item R1
Referred Item**

- 1.4 **County Surveyor (Highways)** No objections.
- 1.5 **Essex County Council Conservation Officer** No objections in principle to an extension at this property. However, due to design issues finds the detailing of this submission unacceptable.
- 1.6 **Head of Housing, Health and Community Care** No objections subject to the imposition of standard informative SI16 (Control of nuisances) being attached to any permission.

REFUSE

- 1 The proposed extension by reason of its design, (including flat roof, brick lintels, poorly located and proportioned windows and the use of Upvc windows) would result in an inappropriate development within this Conservation Area detrimental to the character and appearance of the area generally.

Relevant Development Plan Policies and Proposals:

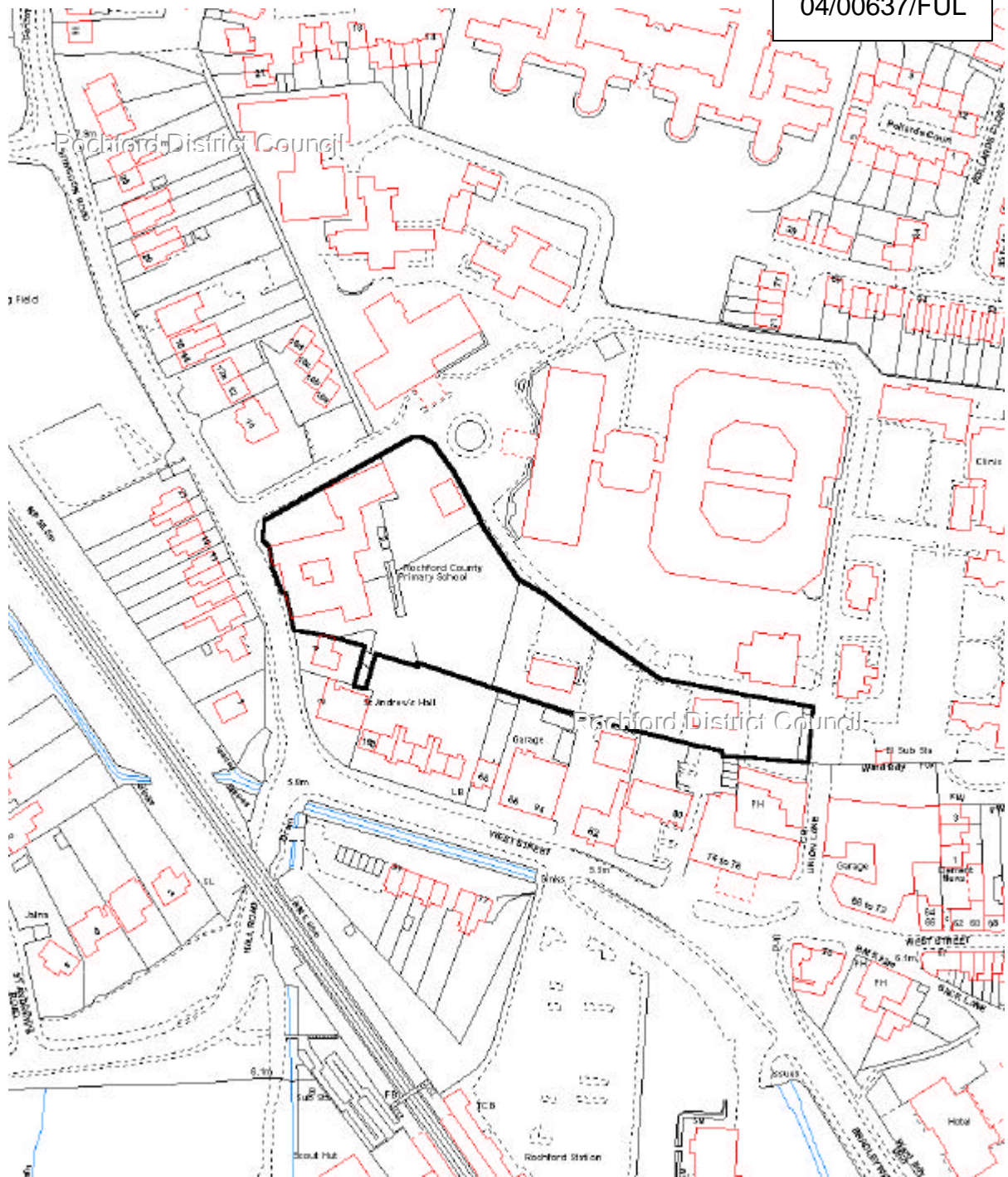
UC1, of the Rochford District Council Local Plan First Review



Shaun Scrutton
Head of Planning Services

For further information please contact Deborah Board on (01702) 546366.

04/00637/FUL



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PLANNING SERVICES COMMITTEE - 23rd September 2004 Item R2
Referred Item

TITLE : 04/00638/CON
TO REMOVE PART OF EXTERNAL WALLS TO EXISTING
SCHOOL BUILDING TO ALLOW CONSTRUCTION OF
PROPOSED CLASSROOM
ROCHFORD PRIMARY SCHOOL ASHINGDON ROAD
ROCHFORD

APPLICANT: MR G RAMPERSAUD

ZONING: RESIDENTIAL

PARISH: ROCHFORD PARISH COUNCIL

WARD: ROCHFORD

In accordance with the agreed procedure this item is reported to this meeting for consideration.

This application was included in Weekly List no. 741 requiring notification of referrals to the Head of Planning Services by 1.00 pm on Tuesday 31st August 2004, with any applications being referred to this meeting of the Committee. The item was referred by Cllr Mrs M S Vince.

The item that was referred is appended as it appeared in the Weekly List, together with a plan.

- 2.1 **Rochford Parish Council** – A pitched roof would be more in keeping with the area.

NOTES

- 2.2 Conservation Area Consent is sought for the partial demolition of part of the existing flank wall of the school building in order to facilitate access and connections between the existing school building and a proposed single storey side extension to the school, subject to a separate application 04/00637/FUL.
- 2.3 The application for the extension is recommended for refusal and as there is no suitable/appropriate development to be sited on this flank of the property it is considered that the proposal, if implemented, would result in open thresholds to the school building and would be harmful to the integrity of this building and to the wider conservation area in general.

**PLANNING SERVICES COMMITTEE - 23rd September 2004 Item R2
Referred Item**

- 2.4 It is recommended, in accordance with the advice from the County Conservation Officer, that until such time that a suitable building is proposed and approved for this part of the building that Conservation Area Consent should not be issued.
- 2.5 **County Surveyor (Highways)** - No comments.
- 2.6 **Head of Housing, Health and Community Care** - No objections, subject to the standard informative SI16 (Control of Nuisances).
- 2.7 **Essex County Council Conservation Officer** - No objection to the proposal but only when a suitable replacement has been approved.

REFUSE

- 1 It is considered that as no suitable/appropriate extension/addition has been granted planning permission for this part of the school building that the demolition of the part of the existing school building would result in an inappropriate form of development that would be harmful to this building in particular and the surrounding Conservation Area in general.

Relevant Development Plan Policies and Proposals:

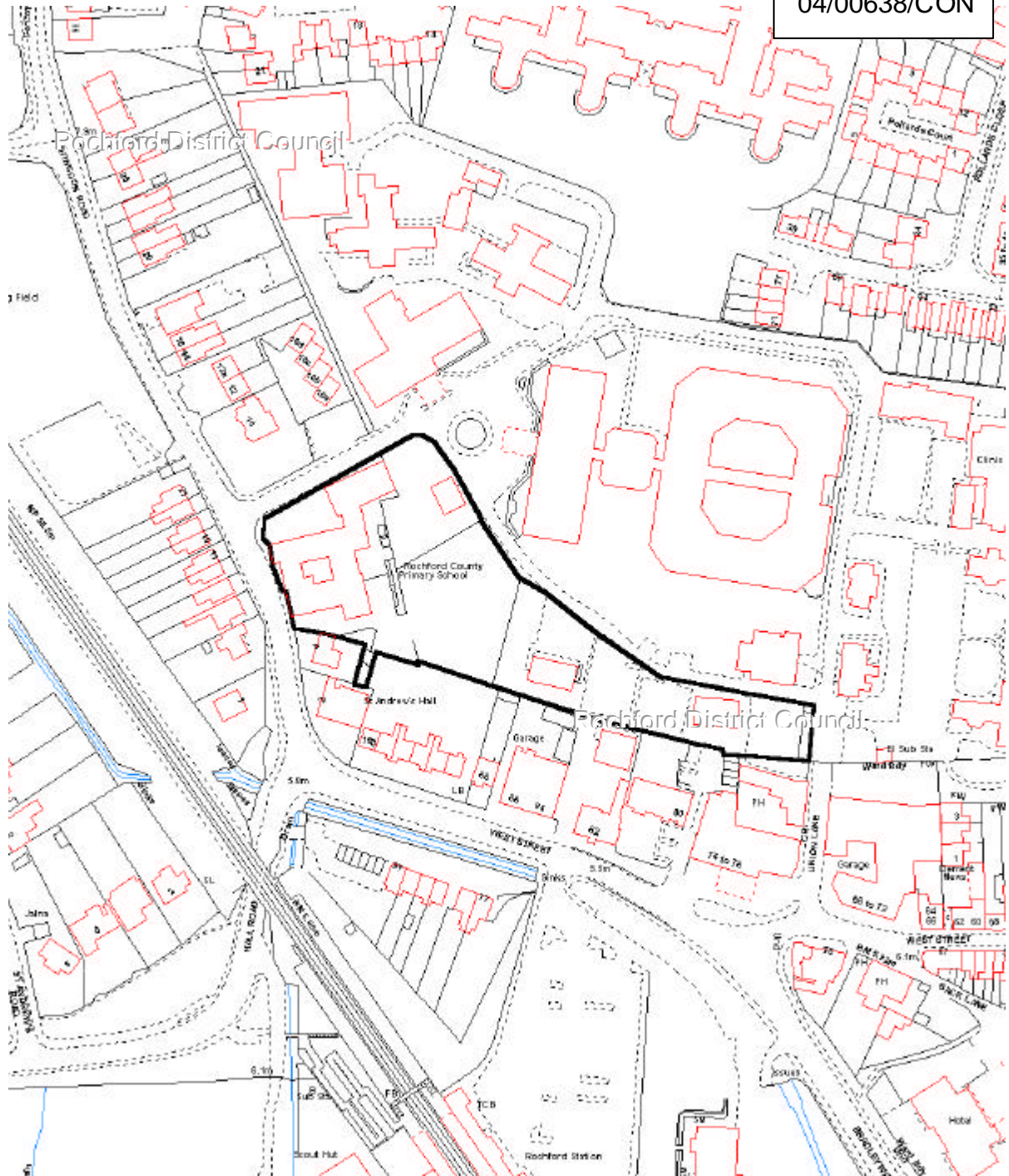
UC1, of the Rochford District Council Local Plan First Review



Shaun Scrutton
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04/00638/CON



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**TITLE : 04/00685/FUL
DEMOLISH EXISTING PETROL SERVICE STATION,
GARAGE AND OUTBUILDINGS. CONSTRUCT NEW
BUILDING CONTAINING 8 X 2-BED SELF CONTAINED
FLATS AND 10 X 1-BED SELF CONTAINED FLATS ON THE
GROUND FLOOR AND FIRST FLOOR AND 3 X 2-BEDROOM
AND 2 X 1-BEDROOM FLATS ON SECOND FLOOR
SERVICE GARAGE LTD, SOUTHEND ROAD
GREAT WAKERING**

APPLICANT : A J VICKERY AND SONS LTD

ZONING : RESIDENTIAL

PARISH: GREAT WAKERING PARISH COUNCIL

WARD: FOULNESS AND GREAT WAKERING

PLANNING APPLICATION DETAILS

- 3.1 Full planning permission is sought for the demolition of all structures on the site, including the removal of the existing telecommunication mast sited to the rear of the plot to be replaced by a new building containing 23 self contained flats, (11 x 2-bed flats and 12 x 1-bed flats).
- 3.2 This application follows an earlier refusal and the applicant contends that the design has been amended to overcome the earlier concerns with the proposal.
- 3.3 The building retains broadly the 'T' shaped footprint of the previous application but has been revised in terms of its height/scale/mass and articulation. The building now proposes a front elevation that incorporates a stepped and broken ridgeline, with a height equivalent to two storeys (7.2m) adjacent to No 337 High Street, increasing to 10.4m within the central portion of the site and decreasing to a height of 9.7m on the western end of the new building. This front elevation proposes a range of gable and hipped roofs and a palette of contrasting materials, including brick, render and weather boarding and roof tiles.
- 3.4 The rearward projection, of the limb of the 'T' shape of the building, comprises a mix of 2 and a half and three storey development. All of the flats in this rearward projection have been designed and located to mitigate direct overlooking into adjacent plots' properties.

- 3.5 As the site is currently used as a petrol filling station and vehicle repairs garage it is likely that there may be soil contaminants. The application is supported by a report that outlines the nature of the site with reference to site/soil contaminants and also advises on excavation and build techniques. The applicant acknowledges the need for further exploratory work to be undertaken if planning permission is given.
- 3.6 The application proposes access and car parking to the front and the western part of the site and proposes one for one parking of 24 spaces (100%). New boundary treatment around the perimeter of the site and areas of soft landscaping are also proposed.
- 3.7 There is no affordable housing specified within the scheme, although the applicant has confirmed his intention to look at all approaches for affordable properties that are made direct to him. The applicant has also confirmed a commitment to providing a 'real time' bus stop to the front of the site.

RELEVANT PLANNING HISTORY

- 3.8 04/00062/FUL Demolish Existing Petrol Service Garage and Associated Outbuildings. Construct 21 1 and 2 Bed Flats and Retail Unit in Two Blocks. REFUSED 30/06/04

CONSULTATIONS AND REPRESENTATIONS

- 3.9 **Essex County Council Highways Department** - No response on this application, but on the earlier scheme they commented that they had no objection, subject to a Legal Agreement controlling the provision of a new 'real time' bus stop and appropriate kerbing to the front of the site.
- 3.10 **Environment Agency** - no objection but advises the imposition of a planning condition to control the decontamination of the site.
- 3.11 **Buildings and Technical Support** - No objections, observes that sewer has capacity problems at times.
- 3.12 **Essex Police** request that the site shall be secured by at least a 1.8m high boundary fence and that the development should be subject to 'secured by design' issues.
- 3.13 **Head of Housing, Health and Community Care** - Potential for the site to be contaminated; investigations need to be carried out with appropriate remediation put in place. Standard informative SI16 (Control of Nuisances) be imposed on any approval.
- 3.14 Nine letters of objection have been received from local residents:-
- Overlooking
 - Overload the sewerage system
 - Additional traffic may cause highway safety problems
 - Loss of village facilities

- Area is predominantly single occupancy two storey dwellings
- Exacerbate the parking problem in the area
- Enough flats in the village already
- Affect the medical and educational facilities and police services within the area
- The phone mast is still shown on the plans
- Dominating scale and prominent colouring will overwhelm the local residential dwellings
- Disproportionate to its surroundings
- Mallards and Goodmans developments are more in keeping with the village setting
- Old School Meadow should be upgraded and adopted
- Poor public transport links
- The occupier of 337 High Street (immediate neighbour) has requested the provision of brick wall between their property and the site.

MATERIAL PLANNING CONSIDERATIONS

Principle:-

- 3.15 **RESIDENTIAL:-** There is no objection to the principle of residential redevelopment given the location of the site within the residential part of Great Wakering. The proposed density would accord with both Government advice and Structure and Local Plan Policies that seek to steer development to appropriate locations as well as maximising the site's developable potential.
- 3.16 The redevelopment of this site for residential purposes may help to reduce the pressure on the development within the Green Belt.
- 3.17 **LOSS OF THE EXISTING BUSINESS:-** Whilst the Local Plan comments on the desire to support local businesses within the District there are no specific policies relating to existing businesses on this application site requiring that they be retained and/or provided elsewhere to meet the needs of the local community. A refusal based on the loss of the existing businesses could not therefore be substantiated.
- 3.18 **SCALE OF THE PLOT/BUILDINGS & CHARACTER OF THE AREA:-** The application plot is a significant site within the residential area of Great Wakering and due to its size and also the large buildings that are present on the site it is considered that as a development plot within the village it is quite unique.
- 3.19 Given this unique character it is considered that the site could accommodate a more substantial building, greater in scale than the prevailing pattern of development (two storey single family dwelling houses) without necessarily being out of character with the wider area.

3.20 Height/Street Scene:-

As outlined above, the scheme has been modified following the previous refusal, with the scale of the proposal being reduced. The main reduction in height and scale have been to the front elevation where the eastern end of the building adjacent to No 337 High Street has been modified to now be a two storey structure; the ridge line of this element of the building is now lower than the ridge line of the existing property at No 337. The building does, though, increase in scale to a two and a half and three storey building towards the western end of the plot.

3.21 It is considered that, taking account of the proposed modulation/articulation, external finishes, and its position within the site, the height/mass/scale of the building could be reasonably accommodated within the street scene without resulting in a form of development that would be visually intrusive.

3.22 Relationship with Neighbouring Properties:-

One of the key assessments in this application is whether the new building respects existing residential amenity and whether the harm caused, if any, is sufficient to substantiate a refusal.

3.23 **ACTIVITY/NOISE:-** the existing uses on the site amount to non-conforming uses within the residential area as identified by the site's residential allocation within the Local Plan. The existing operations at the site are uncontrolled by planning conditions and often result in vehicle movements and activity at unsociable hours of the day and, as such, their removal from the plot should be supported as a matter of principle, in that it would improve the residential amenity of the wider area.

3.24 It is considered that a residential use as proposed would, in terms of activity at the site, be a lot less than that connected with the existing businesses and would therefore help to maintain the existing residential amenity of the area.

3.25 **PHYSICAL BUILDING:-** The footprint of the building is not traditional when compared to those residential properties that lie immediately adjacent to the site. The proposed built form would extend into the plot, but that is currently the situation with the existing repairs garage building.

3.26 It is accepted that, due to its size and scale, the building will be visible from the adjacent and nearby residential properties. However, due to the siting, design, appearance and orientation of the new building it is considered there will not be a material loss of residential amenity.

3.27 It is accepted that within the intrinsic design of the proposal there has been an attempt to mitigate loss of privacy through direct overlooking, either with the inclusion of balconies with privacy screens, the orientation of the windows and/or the distance to neighbouring plots.

3.28 Access/Parking:-

The modifications to the frontage of this plot would result in one point of access and would amount to the retention of the existing access point on the western boundary of the plot. This revised access will provide an entrance to two car park courts; one to the front and one towards the rear of the plot. A total of 24 spaces are to be provided.

3.29 The car parking provision of one per unit is considered to be acceptable given the site's location within the defined residential area and the proximity to the existing public transport links and the Council's adopted standards which require, for smaller dwellings, at least one parking space.

3.30 As commented above, the proposal is considered to be an improvement over the existing non conforming uses at the site in terms of activity, noise and disturbance. Notwithstanding this, if the scheme is supported and to afford a greater maintenance of residential amenity, a new boundary wall should be constructed to buffer the development/car park from the adjacent residential properties.

3.31 The surrounding streets are uncontrolled in terms of parking restrictions.

Amenity Space:-

3.32 As with many schemes that propose flats, the amenity space provision is in the form of a communal space. In this scheme the amenity space is to be primarily provided in the south east and north east corners of the site adjacent to No 337 High Street and also in the south west corner of the site and is of sufficient area to comply with the minimum space standards outlined within the Local Plan of 25sq.m per flat.

3.33 It is considered that the amenity space proposed is acceptable and provides an appropriate area of private defensible space.

3.34 Flooding:-

There is no specific information within the application regarding the flooding implications of the proposals. However, it is recommended that appropriate planning conditions are imposed requiring the applicant/developer to detail, prior to any development taking place, the arrangements for the drainage of the site and to show that it will not place greater burden on the existing drainage network.

Legal Agreement :-

3.35 The applicant is proposing the provision of a 'real time' bus stop and appropriate kerbing to the front of the site. It is recommended that, if the scheme is supported, this should be best delivered through all parties entering into a legal agreement to ensure its satisfactory provision.

3.36 Telecommunication Mast:-

The application proposes the removal of the existing telecommunication mast to the rear of the site.

CONCLUSION

- 3.37 It is considered that the residential redevelopment of the site is acceptable in principle and that design modifications to the building, including the reduction in size and scale from the earlier refusal, is such that the proposed development would not have a material impact upon the amenities of the occupiers of the adjacent/nearby properties, nor should it result in a form of development that would be intrusive into the established pattern of development nor visually intrusive into the street scene.

RECOMMENDATION

- 3.38 It is proposed that this Committee **RESOLVES** that, subject to a **LEGAL AGREEMENT** relating to the provision of a 'real time' bus stop and kerbing to the front of the site, full planning permission be **GRANTED**, subject to the following conditions:-

- 1 SC4 Time Limit
- 2 SC14 Materials
- 3 SC22A PD Restricted Windows
- 4 SC23 Obscure Glazing
- 5 SC35 Floodlighting
- 6 SC50 Means of Enclosure (Brick wall around the perimeter of the site)
- 7 SC79 Car Parking Delineation
- 8 SC80 Car Parking provision
- 9 SC87 Contaminated Land
- 10 SC88 Soil Decontamination
- 11 SC90 Surface Water Drainage
- 12 Foul Water Drainage.

Relevant Development Plan policies and proposals:

EB1, H2, H11, H13, H14, H16, H19 Rochford District Local Plan First Review
Local Plan



Shaun Scrutton
Head of Planning Services

For further information please contact Leigh Palmer on (01702) 546366.



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TITLE : **04/00158/OUT
CONSTRUCTION OF THREE STOREY BUILDING WITH
PARKING (24 FLATS) (SITING AND MEANS OF ACCESS)
(COVERING NO.S 46 TO 52 CROWN HILL)
46 TO 52 CROWN HILL RAYLEIGH**

APPLICANT : **RYAN DEVELOPERS**

ZONING : **RESIDENTIAL**

PARISH: **RAYLEIGH TOWN COUNCIL**

WARD: **WHEATLEY**

PLANNING APPLICATION DETAILS

- 4.1 The application is in outline form, with siting and means of access to be considered at this stage. The application proposes the demolition of numbers 46 to 52 Crown Hill and the siting of a three storey building containing 24 flats in its place.
- 4.2 The application has been revised several times by the applicant to try and improve the access to the site and overcome highway safety issues. Therefore plans now before Members for consideration indicate a three storey building on the site with access to the rear of the site, from Castle Drive through Philpot House, to a parking area to the rear of the building proposed.
- 4.3 The plans include an indicative elevation. However, as the application is an outline for siting and means of access only, this elevation is considered in a purely informative/illustrative capacity.

RELEVANT PLANNING HISTORY

- 4.4 There is no relevant planning history.

CONSULTATIONS AND REPRESENTATIONS

- 4.5 There have been four sets of consultation undertaken on the application. These are headed as follows:
- 4.6 **Round 1** – Plan number 53 02 the original submission, twenty four car parking spaces with an in and an out drive onto Crown Hill
Round 2 – Plan Number 53 02A Revised plans with an eight space car parking layout with in and out drive onto Crown Hill
Round 3 – Plan Number 53 02B Revised plans with an eight space car parking layout turned though ninety degrees with single point of access onto Crown Hill
Round 4 - Plan Number 53 02C Revised plans with 24 car parking spaces with access

into the rear of Philpot House with vehicles accessing Castle Drive.

PLANNING SERVICES COMMITTEE - 23 September 2004

Item 4

4.7 Round 1:

There have been 15 neighbour representations received with the main points being:

- Traffic problems on Crown Hill will be made worse;
- Impact on pedestrian rights of way;
- Building proposed represents an unwelcome change to the status quo;
- Devaluation of property;
- 24 car parking spaces is inadequate;
- Additional parking will occur on the surrounding streets of Love Lane and Castle Drive;
- Parking close to rear boundaries of properties in Castle Drive will create noise and nuisance;
- Overlooking resulting from the proposed rear windows;
- Three storey not in keeping, too high and out of character;
- Design bears no resemblance to other properties in the area;
- Drainage is inadequate;
- The proposal would result in loss of amenity to neighbouring properties through overlooking, overshadowing and loss of light;
- This proposal would block views from neighbouring dwellings toward the station and beyond;
- Infrastructure, such as schools, doctors and dentists is already overloaded;
- Three storey development will be considerably higher than Philpot House;
- There are possibly Badger Sets in the development area;
- This proposal is no different to the refused scheme at 30 Crown Hill;
- The proposal would turn Castle Drive into a 'rat run'.

4.8 Rayleigh Town Council objects to this planning application. The development is out of keeping with the street scene and a further 24 cars accessing Crown Hill would only exacerbate existing traffic problems on the bend.

4.9 County Surveyor (Highways) recommends that the proposal be refused as it would intensify the use of a substandard access, lack of visibility.

4.10 Buildings/Technical Support no objections, public sewer in the footway outside the site.

4.11 Rayleigh Civic Society main concern is ingress and egress of traffic, the sight lines are not good when approaching Crown Hill from London Road. Further access to this development would also be directly opposite the junction with Love Lane which is only 30 metres from the station entrance making the area very congested, especially at peak traffic times.

4.12 Head of Housing, Health and Community Care has no adverse comments, recommends SI16 (Control of Nuisance).

- 4.13 **Essex County Council (Education)** the local secondary school, Sweyne Park, is oversubscribed and request an Education Contribution of £20,400 secured by Legal Agreement Section 106.
- 4.14 **Essex Police** no objections relating to the building design and layout but security of the site and car parking should be considered. Therefore recommends 1.8m perimeter fencing and appropriate lighting, also gates to control access would aid prevention of car crime.
- 4.15 **Network Rail** has no objection in principle.

Round 2:

- 4.16 There have been 10 neighbour representations received with the main points being:
- Only 8 spaces; where are the other cars going to be parked;
 - Traffic congestion in the area is bad;
 - Out of character with area;
 - Why do suitable houses need to be demolished;
 - Increase traffic congestion in Crown Hill;
 - Overlooking;
 - Loss of privacy and amenity;
 - 8 parking spaces is nowhere near adequate;
 - Noise and disturbance will result from the proposal;
 - Increased on street parking will result and this will lead to accidents;
 - Drainage in the area is inadequate;
 - The development is massively oversized for the area.
- 4.17 **Rayleigh Town Council** objects to this planning application. The development is out of keeping with the street scene and a further 24 cars accessing Crown Hill would only exacerbate existing traffic problems on the bend. Furthermore, the reduction in car parking spaces on the revised plan to only 8 for the proposed 24 flats is totally inadequate.
- 4.18 **County Surveyor (Highways)** recommends that the proposal be refused as it would intensify the use of a substandard access, lack of visibility.
- 4.19 **Council's Woodlands and Environmental Specialist** notes that a main and annex Badger Set exist at Rayleigh Mount and the adjacent Windmill. It is likely that the reported activity in the development site and adjacent gardens are from Badgers at this site. However, there could be a Set on site. A suitable survey is required to determine the presence or absence of a Set by qualified ecologists.
- 4.20 **Local Plans** consider that the provision of the limited number of parking spaces would still be consistent with the required maximum levels of provision as the location is urban and well served by public transport.

- 4.21 **Rayleigh Civic Society** note that the number of car parking spaces has been reduced to eight and that this appears to be an effort to minimise traffic in and out of the site. However, there appears to be plenty of space to the front and rear of the site to enable further vehicles to be parked at will. Remain of the opinion that a development of this size would result in traffic movements in and out of the site that would be detrimental to road safety.
- 4.22 **Head of Housing, Health and Community Care** has no adverse comments, recommends SI16 (Control of Nuisance).
- 4.23 **Essex County Council (Education)** the local secondary school, Sweyne Park, is oversubscribed and request an Education Contribution of £20,400 secured by Legal Agreement Section 106.
- 4.24 **Essex Police** no objections relating to the building design and layout but security of the site and car parking should be considered. Therefore recommends 1.8m perimeter fencing and appropriate lighting, also gates to control access would aid prevention of car crime.
- 4.25 **Buildings/Technical Support** no objections; public sewer in the footway outside the site.
- 4.26 **The Environment Agency** refer to their standard letter for residential development to be forwarded to the applicant should permission be granted

Round 3:

- 4.27 There have been 7 neighbour representations received with the main points being:
- Loss of privacy and amenity;
 - Concern about subsidence to the nearby dwellings;
 - The proposal would result in overlooking;
 - The increase in cars would not be served by enough parking;
 - On street parking will thus increase creating highway safety issues;
 - Noise and nuisance;
 - Security issues;
 - Devaluation of property;
 - The revisions to the plans do nothing to overcome previous concerns;
 - Issues of pedestrian safety and obstruction for emergency vehicles;
 - Are bollards sufficient to control parking;
 - Illegal parking will be inevitable;
 - If Highways thought that the previous plans were unacceptable how are these any better?

- 4.28 **Rayleigh Town Council** objects to this planning application. The development is out of keeping with the street scene and a further 24 cars accessing Crown Hill would only exacerbate existing traffic problems on the bend. Furthermore, the reduction in car parking spaces on the revised plan to only 8 for the proposed 24 flats is totally inadequate.
- 4.29 **Network Rail** has no objection.
- 4.30 **Head of Housing, Health and Community Care** has no adverse comments, recommends SI16 (Control of Nuisance).
- 4.31 **Buildings/Technical Support** no objections/observations.
- 4.32 **Essex Police** see no reason for the underpass to be left if it gives no access for vehicular movement, as it only encourages youths to gather under it. If it were to remain then it should be gated to 2 metres along with the vehicle access point. They foresee nothing but crime and anti social behaviour activities attracted to this area. Unless these areas are protected, object to the application.
- 4.33 **Rayleigh Civic Society** note that the revised plan reduces the ingress and egress of vehicles to and from the site to one area, which is an improvement on the previous arrangement. However, we are still concerned about this development because of its size and impact on the surrounding residential development and effect on the road system. Has consideration been given to the possibility of vehicular access from Castle Drive?.
- 4.34 **County Surveyor (Highways)** notes that whilst the developer has taken on board recommendations made there is still concern regarding the access to the car parking area. The access to the highway is acceptable as regards the use of one access for both In and Out and double width but the fact that the access narrows to single width and then changes direction as it goes under the building would mean that there would be no forward visibility for vehicles. This could lead to vehicles reversing back to the widened section of the access way thereby causing danger to other access users and pedestrians.
- 4.35 **Round 4:**
There have been 12 neighbour representations received with the main points being:
- Objections in previous rounds reiterated;
 - Pressure on an already busy junction;
 - Three storey development will lead to loss of light, privacy and outlook to adjacent dwellings;
 - 24 spaces is not adequate for 24 flats;
 - Quiet enjoyment of private amenity areas of surrounding dwellings will be removed;
 - Coming through a crowded office block car park is no different to coming into the site from Crown Hill; it is still dangerous;

- Still no precedent for a building of this size;
- Drainage on Crown Hill is inadequate for this many properties;
- Increased pressure on road system;
- There will be parking on amenity areas;
- The proposal will impact adversely on properties in Castle Drive;
- The availability of car parking spaces still cannot be seen at the point of entry to the site;
- No capacity for occupants with more than one vehicle or for visitors;
- The pathways under the building should be blocked;
- The hard landscaping at the front of the site should become soft landscaping;
- Additional car parking should be provided to the rear;
- The current plan still has potential for direct access onto Crown Hill.

- 4.36 **Rayleigh Town Council** object to the application as it would be detrimental to the street scene and represents over development of the site by reason of the bulk of the building and cramped nature of the development. Furthermore, it is out of character with the residential buildings in the vicinity.
- 4.37 **Rayleigh Civic Society** notes that alterations to parking layout and access have been made. We have no additional comments to those already made.
- 4.38 **Head of Housing, Health and Community Care** has no adverse comments, recommends SI16 (Control of Nuisance).
- 4.39 **Essex County Council (Education)** the local secondary school, Sweyne Park, is oversubscribed and request an Education Contribution of £20,400 secured by Legal Agreement Section106.
- 4.40 **County Surveyor (Highways)** does not wish to raise any objection to the development but recommends conditions to be attached to any consent granted relating to the following:
- Vehicular access restricted via Philpot House and Castle Drive;
 - Parking and turning areas constructed prior to occupation;
 - Provision of a compound and parking area for construction; and
 - Access secured through an appropriate legal agreement.

MATERIAL PLANNING CONSIDERATIONS

Principle

4.41 RESIDENTIAL

There would be no objection to the principle of residential re-development of the site given its location within the main residential area of Rayleigh. The proposal would accord with both Government, Structure Plan and Local Plan policy that seeks to steer development to appropriate sites and maximise the sites' developable potential.

4.42 THREE STOREY DEVELOPMENT

Three storey development in itself is not objectionable in principle in this location, subject to other criteria such as character of the area, street scene and the impact upon residential amenity.

4.43 Character of the Area

This residential area of Rayleigh is comprised of a mix of large detached houses and semi detached houses to the north east of differing types. To the immediate north of the site is Philpot House, a substantial flat roof three storey office building. To the south of the site (opposite) is Rayleigh railway station and the associated car parking areas.

4.44 The application site itself contains numbers 46, 50 and 52 Crown Hill, all of which are houses. The existing development is in character with the area and sits harmoniously with the surrounding properties and plots.

4.45 Given the level changes through Crown Hill and that the application site sits adjacent to Philpot House the site may be able to accommodate/accept a larger building than the traditional family dwelling house types in the vicinity without resulting in a form of development that would be materially out of character with the wider character of the area.

Access/Parking

4.46 It is proposed to utilise the existing access from Castle Drive and through Philpot House to create a new access for the development to the rear of the application site. This would involve the repositioning of the existing bin store and the provision of electronically controlled gates to the north west boundary of the site.

4.47 The applicant has confirmed that permission has been gained from Philpot House to access the car parking area of the development through their land. Philpot House currently has parking bays marked out to the front of the site (boundary with Crown Hill) and to the rear of the building (on the boundary with 2a Castle Drive). These spaces would not be obstructed/removed as part of this application.

4.48 Whilst the application is an outline, considering siting and means of access only, the Site Plan indicates 24 car parking spaces and parking and turning area to the rear of the site. Given current Government guidance in PPG3 and PPG13 and the adopted parking standards contained in Supplementary Guidance Note 1, a provision of one space per unit is considered acceptable. This is reinforced by the site location opposite the station and in close proximity to Rayleigh Town Centre.

Relationship to Existing Properties**4.49 PHYSICAL BUILDING**

The footprint of the building is not traditional when compared to the residential properties that surround it to the north and east. The proposed built form, in particular the gabled elements to either end, would extend further into the plot than the current dwellings on the site. The footprint of the proposal would not be dissimilar to that of Philpot House.

4.50 Whilst the proposal would be viewed from surrounding dwellings and extend beyond the immediately adjacent dwelling 44b it is considered that the siting of the new building and its size, mass, bulk and design and distance to the boundaries of the site is such that there is not the potential for a material loss of residential amenity through loss of outlook, privacy or light.

4.51 ACTIVITY

By virtue of the access through Philpot House the proposal would result in an increase in movements through the Philpot House site that has a boundary with number 2a Castle Drive.

4.52 The existing use of the site by Philpot House for the parking and movement of vehicles is uncontrolled. The key issue is whether the introduction of potentially 24 vehicles regularly entering and leaving the site would increase that noise and nuisance to an unacceptable level that would adversely impact on residential amenity. Whilst residents' concerns on this issue are noted it is thought that it is unlikely that this would occur, particularly given the elevated position of number 2a.

Protected Species

4.53 Neighbour responses and the Council's own Woodlands and Environmental Officer have drawn attention to the possibility of Badgers and other protected species on the application site.

4.54 To date, the applicant's agent has verbally confirmed that the specialist's preliminary findings indicate that there are no protected species present on the site. A bat survey has also been completed on site. Further information will be reported to the Committee verbally.

CONCLUSION

4.55 The siting of a three storey building in this location is considered acceptable and whilst different in character to the surrounding properties would not result in harm to the neighbouring dwellings or locality sufficient to substantiate refusal of the proposal on these grounds.

- 4.56 The means of access proposed is also acceptable, overcoming previous concerns regarding highway safety, and has the support of the County Surveyor (Highways).

RECOMMENDATION

- 4.57 It is proposed that this Committee **RESOLVES** to **APPROVE** the application, subject to a **LEGAL AGREEMENT** covering the following:

- a) An educational contribution of £20 400;
- b) All access to the site to be via Castle Drive and Philpot House and no access from Crown Hill.

and the following heads of condition:

- 1 SC2 Reserved Matters – Specific
- 2 SC3 Time Limit Outline – Standard
- 3 SC49A Means of Enclosure – Outline
- 5 SC58 Landscape Design – Details (Reserved Matters)
- 6 SC76 Parking and Turning
- 7 Site Survey of Existing and Proposed Levels
- 8 Maximum Height of Building (11m)
- 9 Provision of a Compound and Parking Area for Site Construction

Relevant Development Plan policies and proposals:

H11, H24, TP15 of the Rochford District Local Plan First Review

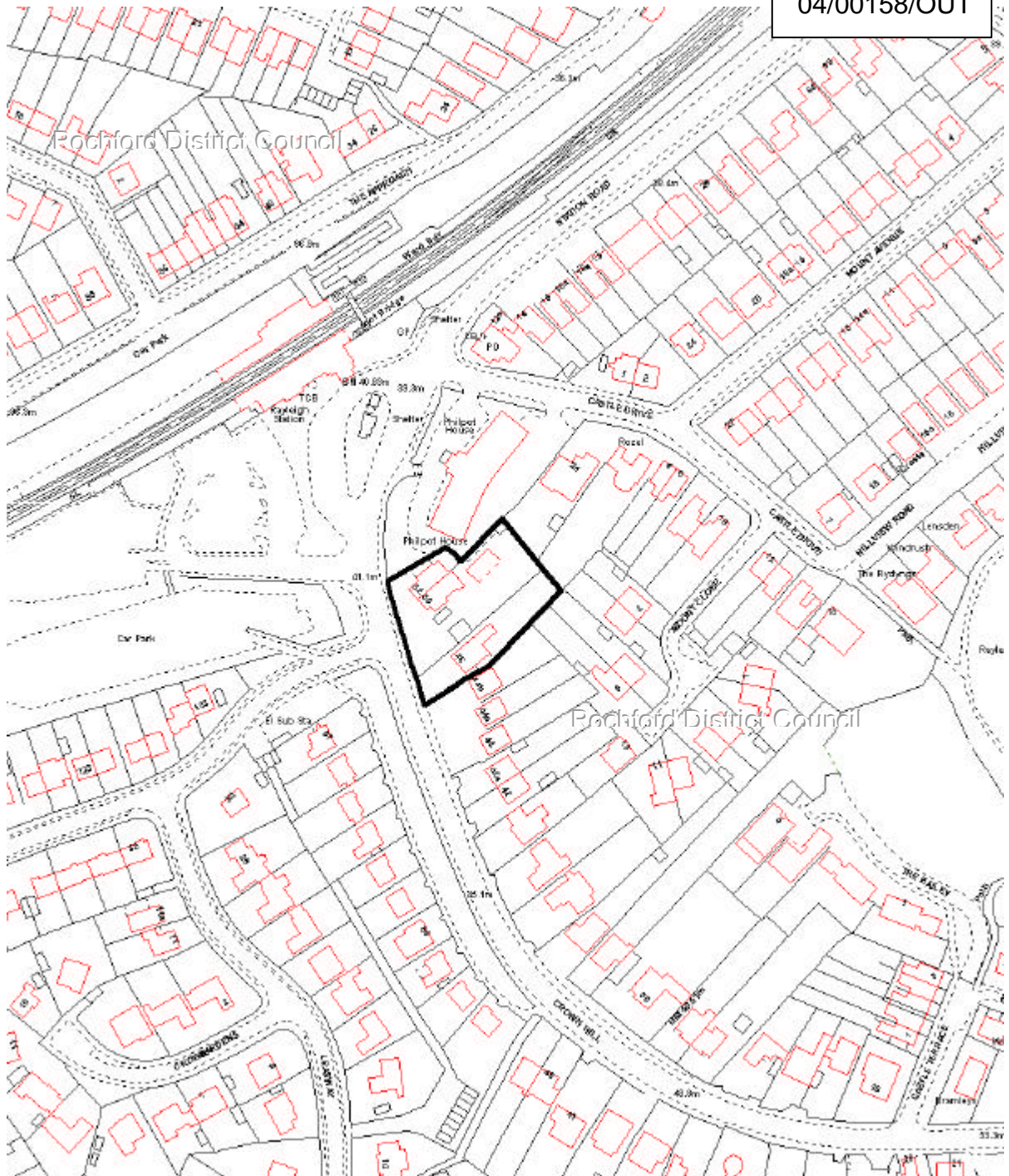
HP6, HP18, TP9 of the Rochford District Local Plan Second Deposit Draft



Shaun Scrutton
Head of Planning Services

For further information please contact Deborah Board on (01702) 546366.

04/00158/OUT



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NTS



TITLE : 04/00628/FUL
DEMOLISH EXISTING STORE AND BUILD TWO STOREY
SIDE EXTENSION HOUSE
45 CAGEFIELD ROAD STAMBRIDGE ROCHFORD

APPLICANT : ROCHFORD DISTRICT COUNCIL

ZONING : RESIDENTIAL

PARISH: STAMBRIDGE PARISH COUNCIL

WARD: ASHINGDON AND CANEWDON

PLANNING APPLICATION DETAILS

- 5.1 The application property is owned by Rochford District Council.
- 5.2 The proposal seeks to demolish an existing store and build a two storey side extension, width 2.8m, depth 5.8m and height to the top of the pitched roof of 7.6m. The ground floor is to provide accommodation for a utility room and covered area and at first floor two additional bedrooms, resulting in a five bedroom property.

RELEVANT PLANNING HISTORY

- 5.3 There is no relevant planning history for this site.

CONSULTATIONS AND REPRESENTATIONS

- 5.4 **County Highways Officer** - De minimis.

MATERIAL PLANNING CONSIDERATIONS

- 5.5 The property is a semi-detached dwelling situated in a corner plot with a large garden backing onto Green Belt countryside beyond. The proposed extension would be 1m. from the boundary at the nearest point. It is felt it would not impact on the neighbouring properties, but a condition is recommended to prevent any windows in the flank wall.
- 5.6 It is considered that, due to the siting, design and appearance of the extension, there will not be any loss of residential amenity nor impact on the street scene and the proposal is in scale and character with the existing property.

CONCLUSION

- 5.7 The application is for a modest extension that complies with the Council's policies.

RECOMMENDATION

5.8 It is proposed that this Committee **RESOLVES** to **APPROVE** this application, subject to the following conditions:-

- 1 SC4 Time Limits.
- 2 SC15 Materials to match
- 3 SC22A PD Restricted – Windows

Relevant development plan policies and proposals:

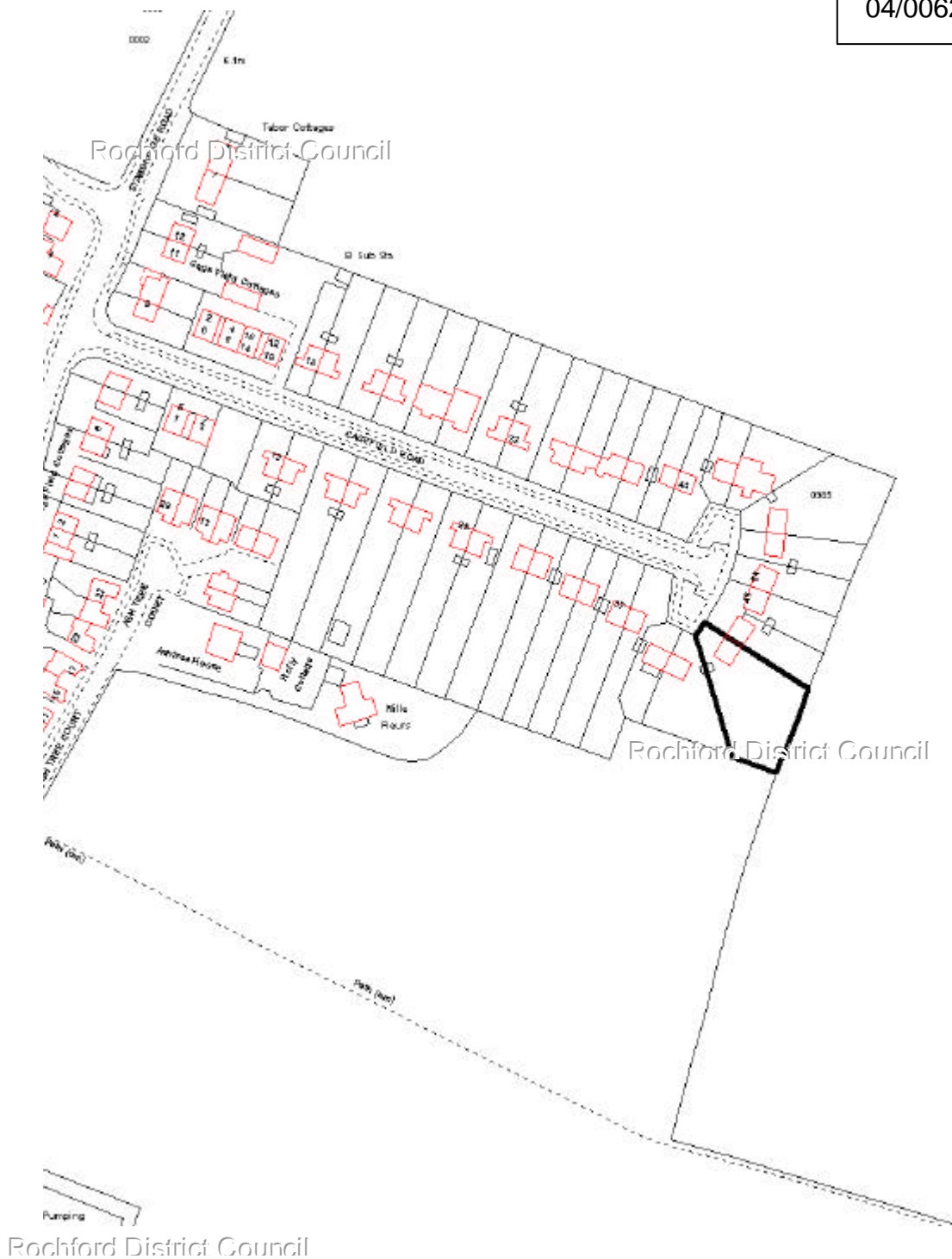
H11 of the Rochford District Local Plan First Review



Shaun Scrutton
Head of Planning Services

For further information please contact Monica Palmer on (01702) 546366.

04/00628/FUL



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CODE OF CONDUCT FOR PLANNING MATTERS

GENERAL PRINCIPLES

Members and Officers must:-

- **at all times act within the law and in accordance with the code of conduct.**
- **support and make decisions in accordance with the Council's planning policies/Central Government guidance and material planning considerations.**
- **declare any personal or prejudicial interest.**
- **not become involved with a planning matter, where they have a prejudicial interest.**
- **not disclose to a third party, or use to personal advantage, any confidential information.**
- **not accept gifts and hospitality received from applicants, agents or objectors outside of the strict rules laid down in the respective Member and Officer Codes of Conduct.**

In Committee, Members must:-

- **base their decisions on material planning considerations.**
- **not speak or vote, if they have a prejudicial interest in a planning matter and withdraw from the meeting.**
- **through the Chairman give details of their Planning reasons for departing from the Officer recommendation on an application which will be recorded in the Minutes.**
- **give Officers the opportunity to report verbally on any application.**

Members must:-

- **not depart from their overriding duty to the interests of the District's community as a whole.**
- **not become associated, in the public's mind, with those who have a vested interest in planning matters.**
- **not agree to be lobbied, unless they give the same opportunity to all other parties.**
- **not depart from the Council's guidelines on procedures at site visits.**
- **not put pressure on Officers to achieve a particular recommendation.**
- **be circumspect in expressing support, or opposing a Planning proposal, until they have all the relevant planning information.**

Officers must:-

- **give objective, professional and non-political advice, on all planning matters.**
- **put in writing to the committee any changes to printed recommendations appearing in the agenda.**