

APPLICATION REFERRED FROM THE WEEKLY LIST

WEEKLY LIST NO. 1515 – 13 MARCH 2020

19/01185/FUL

66 LOWER ROAD, HULLBRIDGE

DEMOLISH EXISTING BUILDING AND CONSTRUCT TWO STOREY BUILDING COMPRISING 3 NO TWO-BEDROOMED AND 4 NO ONE-BEDROOMED (7 FLATS) WITH NEW ACCESS ONTO LOWER ROAD AND OFF KINGSWAY

1 DETAILS OF REFERRAL

- 1.1 This item was referred from Weekly List No. 1515 requiring notification to the Assistant Director, Place and Environment by 1.00 pm on Wednesday, 18 March 2020 with any applications being referred to this meeting of the Committee.
- 1.2 Cllr Mrs D Hoy referred this item on the grounds outlined in the Hullbridge Parish Council response of 29 January 2020 and on the grounds that the report states that no representations/comments were on file from the Parish Council; however, the comments were available online.
- 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.

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

Appendix 1

Application No:	19/01185/FUL	Zoning: Residential
Case Officer	Mr Arwel Evans	
Parish:	Hullbridge Parish Council	
Ward:	Hullbridge	
Location:	66 Lower Road Hullbridge SS5 6DF	
Proposal:	Demolish existing building and construct two storey building comprising 3 no two bedroomed and 4 no one bedroomed (7 flats) with new access onto Lower Road and off Kingsway	

SITE AND PROPOSAL

The Site

1. The site is currently occupied by an existing bungalow / shop, which would be demolished as part of the proposal that currently sits forward of the predominant building line of the neighbouring properties. The bungalow has been vastly extended, with a number of pitched and flat roofed single storey additions, which until recently had been in use as a shop unit.
2. The site area is stated to constitute 784.50 square metres. The boundary of the site along its West elevation runs alongside Kingsway the un - adopted highway and runs parallel on its east aspect with the boundary of number 64 Lower Road. The rear aspect of the application site is enclosed and adjoins an area of scrub woodland which forms part of the Metropolitan Green Belt. The site as edged in red on the proposed site layout plan does not include any part of Kingsway (a private road) nor indeed its verge which is set adjacent and which runs parallel to the Eastern boundary of the site.
3. The depth of the site from the edge of Lower Road is approximately 47 metres whilst the maximum plot width is indicated to be 20.5 metres.

The Proposal

4. The application is made further to the refusal of the initial planning application reference 17/01037/FUL which was refused and which was subject to a subsequent appeal (appeal reference B1150/W18/3216479) which was dismissed by the Planning Inspectorate in its decision notice dated 11th June 2019. The application is also made further to the refusal of a subsequent planning

application submitted under reference 19/00227/FUL which was refused on 18th September 2019.

5. These revised proposals relate to a two-storey development of a height which is comparable with the height of adjacent properties being set back from the highway. The building is presented by the plans as a block which has its main orientation and ridge line running in the same direction as that of adjacent properties which is shown to be 7.9 metres in height. The front elevation which is served by a central covered access area features two gable projections which are reciprocated to the rear aspect which are slightly raised at a height of 8.4 meters as compared to the contrasting ridgeline. These gable projections in part accommodate inverted balconies which will be concealed, and which will serve to the rear aspect as a visual barrier preventing direct views from any rear balcony in the direction of Number 64 Lower Road.
6. The finishing materials are indicated to comprise a mix of pre coloured render, timber cladding, brick and grey fenestration and grey roof tiles.
7. The site layout indicates that the site frontage will comprise a parking area accessed via Kingsway whilst an exit point only onto Lower Road will be provided by way or rationalisation of the existing access point onto the same road which will involve the re instatement of a part of the kerbed area such that it is raised where it is currently lowered. A further access point will be provided from Kingsland Road into the rear area which will serve as a parking space and an area utilised for bin storage, cycle storage and amenity space the latter of which will amount to 103 m2.
8. The parking provisions at the front comprises 9 car parking spaces which includes 1 disabled parking space whilst a cycle store is located to the west flank adjacent to a pathway which serves the development. The total number of parking spaces indicated is 11 parking spaces, 2 of which are indicated to be provided to the rear aspect which the site layout plan indicates bears a depth of approximately 12 metres.
9. The proposed block plan is indicative of the historic parking along a strip of land directly east of Kingsway which is noted not to form part of the planning application site and does not form part of any parking arrangement to be formally associated with the development for which planning permission is being sought.
10. The accommodation arrangement is laid over two floors with ground floor private patio space being provided and balcony space at first floor. The east flank of the site with Kingsway and the frontage with Lower Road is indicated to be subject of planting which at its frontage with Lower Road will visually frame the frontage parking area.

11. The site layout plan indicates the maintenance of a 1 metres side space between the western flank of the development and the boundary with 64 Lower Road.

RELEVANT SITE PLANNING HISTORY

Application Number 142/93 - Single storey rear extension and porch to side, part change of use from domestic to retail and erect detached games room. This Application was approved 17th June 1993.

Application Number: 17/01037/FUL- : Demolish existing building and construct three storey building comprising 2 no one bedroomed and 6 no two bedroomed flats with parking and additional access to front Permission Refused on 26th September 2019 and which was subject to a subsequent appeal (appeal reference B1150/W18/3216479) which was dismissed by the Planning Inspectorate in its decision notice dated 11th June 2019.

Application Number: 19/00227/FUL: Demolish Existing Building and Construct Three Storey Building Comprising 3 No. One Bedroomed and 5 No. Two Bedroomed Flats With Parking and Access to Front and Rear: Refused 18th September 2019.

MATERIAL PLANNING CONSIDERATIONS

Considerations.

12. Section 38(6) of the Planning and Compulsory Purchase Act 2004 places a statutory responsibility on planning authorities to determine planning applications in accordance with the provisions of the development plan unless material planning considerations indicate otherwise. The National Planning Policy
13. The Allocations Plan (2014) forms part of the Development Plan for the Rochford District. The Allocations Plan superseded the proposals map that accompanied the 2006 Replacement Local Plan. The site is without specific allocation as there are no specific allocation policies for the existing residential area, given that they are already developed. The Allocations Plan therefore carries forward the existing residential area allocation of the previous local plan. It is noteworthy that the area of land located to the south of the application site boundary is allocated as Metropolitan Green Belt.

Considerations Overview:

14. The issues associated with development at this site have been considered and well-rehearsed previously which culminated in the finding of harm on the local planning authority's part by that

development proposed by planning application reference 17/01037/FUL. The position of the local planning authority and the validity of its case for refusal was then subject of a planning appeal which was dismissed on the finding of harm in the development in that it was considered that the height of the building when seen in relation to its surroundings would be distinctly at odds with the height of the houses which run east and west of the site, on both sides of Lower Road.

15. The appeal decision indicated that in particular its eaves, would appear at odds with the surrounding pattern of development distinctive for the consistent height of its eaves at first floor. The decision emphasised that identity relies on character which is determined as much by the interplay between buildings and spaces, as by the scale of these relationships and recognised that the character of this section is distinctive for the prevailing consistency in many elements of the pattern of development of the houses, in which context the (then) proposed building would be wider, taller, deeper, have more car parking, and have less garden space.
16. The appeal decision indicated that within this section of street, only the supermarket would be larger. The inspectors decisions concluded that despite acknowledging the guidance of the National Planning Policy Framework (the Framework) which promotes upward extensions, the guidance nevertheless indicates that this should be where it would be consistent with the prevailing height and form of neighbouring properties, and the overall street scene.
17. The second issue was identified as that of the overbearing impact of the development on Number 64 Lower Road which the local planning authority considered unacceptable which was verified by the Inspector's decision which concluded that the impacts of the development would have an overbearing and unacceptable impact on this property given its close proximity to the application site as a substantial proportion of that property's outlook would be harmed, leaving only a meagre area of the property's curtilage with an acceptable outlook which would not have been adequately mitigated by painting the wall closest to the neighbour a light colour which would not have relieved the intrusive and overbearing effect of its rear projection and height.
18. The subsequent planning application submitted under planning reference 19/00227/FUL considered whether those design features which were considered to cause harm previously with the refused 17/01037/FUL application had been addressed. It was concluded that the resubmission had not addressed the main issues which previously supported a refusal and planning permission was refused on 18th September 2019.

19. The previous history of the site provides a clear indication of the key issues which have been previously rehearsed. Considering this current application which has to be considered on the basis of its particular character and merit, the main issues for consideration in this instance are considered to be as follows:
1. The effect of the proposed development on the character and appearance of the area; and,
 2. Its effect on the living conditions of surrounding occupiers, with particular regard to the outlook of the occupiers of 64 Lower Road.

Character and appearance of the area

20. The character of the area around the site is largely determined by the detached and semi-detached houses and bungalows along Lower Road and Ferry Road which are distinctive for their regular footprint, and their consistent, overall height. While there is variation in their frontage depths, plot sizes, materials and detailing, a significant townscape feature they share is their eaves height which generally runs over the first-floor level. Like this proposal, the supermarket opposite stands on the corner of two roads. It has a significant bearing on this application site also in that while its storey height is greater than the houses, its eaves too runs at first floor level.
21. The main issue with development on this site to date has been that of the height of the building and eaves height which is particularly key in promoting and securing the visual integration of the development within its contextual setting which was not achieved on the two previous applications.
22. The Council's Supplementary Planning Document on Housing Design indicates the sensitivities of areas of predominantly single-family dwellings to blocks of flats in terms of height, bulk and spaciousness. The Framework says that decisions should ensure that developments are sympathetic to local character including the surrounding built environment, and that 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 taking into account any local design standards in supplementary planning documents.
23. The ridge height of this development as now proposed is now comparable with the ridge height of the properties within the street scene as are the eaves height which in the opinion of Development Management renders the development acceptable such that the development will not constitute a discordant and over beamingly dominant feature within the street scene. This revised scheme addresses the height anomaly which previously placed the previously

proposed development at odds with the height of houses within the street scene.

24. It is considered therefore that the development is in alignment with the design guidance advocated by the National Planning Policy Framework, the councils Local Development Framework Development Management Plan (policies DM1 (Design of New Developments) and DM3 (Infill Developments).
25. In terms of layout, it is considered that the layout of the development given its corner plot location is not dissimilar to that serving residential properties in the area where the degree of set back from the highway (Lower Road) reflects the current set back arrangement along that street.
26. The height of the building in particular its eaves line and the visual interplay of the development and built mass with its surroundings is considered to be a key element informing the acceptability of the design in terms of its acceptability.
27. The previously refused application which was dismissed at appeal was not considered incompatible with the surrounding pattern of development in terms of plot coverage, its lateral gaps or its frontage depth with its height being the main issue. The layout together with the massing of this proposed development and its spatial relationship to Number 64 Lower Rad from a design perspective is considered acceptable.

Living conditions of surrounding occupiers

28. This issue has been previously rehearsed. It is acknowledged that Number 64 Lower Road stands close to the western side boundary and has an area of decking used for sitting out, directly in front of its patio doors, leading to a back garden used for play.
29. The proposed development has been revised such that the footprint of the building broadly aligns with that of Number 64 which mitigates any harm that may otherwise be perceived from the perspective of being hemmed in which will not be the case as a consequence of the development now proposed. The Inspectors decision previously concluded on the scheme dismissed that the previous development would not cause a loss of privacy by overlooking, nor a significant loss of daylight or sunlight to these occupiers. It was the combined effect of the height of the building, together with its projection beyond the main rear wall of No 64 which was cited by the Inspector as the issue that would give rise to an overbearing influence on the occupiers of Number 64 in their back garden which would also form a visually intrusive element to their outlook when they use their decked area.

30. This current proposal has addressed these issues by way of its design such as not to cause any harm by reason of overbearing physical presence nor resultant impacts upon the outlook from Number 64 Lower Road.
31. It was previously concluded that the previously dismissed development (which would inevitably give rise to a certain degree of overlooking which is generally accepted in built up area) would not cause significant harm to their living conditions.
32. The balconies at first floor level are designed as such which mitigate outlook in the direction of number 64 whilst Flat 6, the nearest first floor flat to Number 64 will not be served by a balcony which if offered would provide (unless screened) an un interrupted view with no intervening views into the garden area of Number 64. This scheme ensures that the amenity that the occupants of Number 64 (given its built up setting) can reasonably expect to enjoy is maintained.
33. NO part of the development is within the 45 degree horizontal (alignment) as compared to any determinative assessment point which is the central aspect of any window serving Number 64 Lower Road which entails that the development will not impinge on the amount nor the quality of any light enjoyed at Number 64.

Technical Housing Standards.

34. The Ministerial Statement of the 25th March 2015 announced changes to the government's policy relating to technical housing standards. The changes rationalised the many differing existing standards into a simpler, streamlined system and introduced new additional optional Building Regulations on water and access, and a new national space standard. Planning permissions should not now 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.
35. The 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 standards.
36. The Technical - Nationally Described Space Standards - Housing Standard (department for Communities and Local Government: March 2015) state the requirements for internal space within new dwellings including the gross internal floor area of new dwellings at a defined

level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height.

37. The submitted plan details the gross floor space of each respective flat together with the floor area of all internal living space including bedrooms and storage.
38. Flats 1,2,3 and 4 constitute ground floor flats which comprise gross internal floor spaces of 38.2, 41m², 66.26m² and 45.81m² gross floor space respectively. Flat 1 and 2 equate to a 1 bedroom 1-person unit which requires a gross floor space of 39 m² which is met. The minimum bedroom width and storage area of 1m¹ is also achieved.
39. Flat 3 provides 2 bedrooms equivalent to a 2-bedroom 3-person unit which requires a gross internal floor space of 61 which is exceeded by the 66 m² space provided. Bedroom widths and storage area requirements are met.
40. Flat 4 provides 1 bedroom 1-person bed space which exceeds the minimum gross floor space requirement. Bedroom widths and storage area requirements are met.
41. Flat 5 comprises a 3-person 2-bedroom unit which exceeds the 61 m² gross floor space requirement. Bedroom widths and storage area requirements are met.
42. Flat 6 comprises a 3-person 2-bedroom unit which exceeds meets the 61 m² gross floor space requirement. Bedroom widths and storage area requirements are met.
43. Flat 7 is a 1 bedroom 1 bed space unit which meets the minimum gross floor space requirement of 39m². The bedroom widths and storage area requirements are met.

Amenity Space

44. The Rochford District Council Local Development Framework Supplementary Planning Document 2 Housing Design, requires that flats when built should include either:
 - a) A minimum balcony area of 5 square metres, with the ground floor dwelling having a minimum patio garden of 50 square metres; or
 - b) The provision of a useable communal resident's garden on the basis of a minimum area of a minimum area of 25 square metres per flat

45. The ground floor Flat 1 is served by a private patio providing approximately 5.96 m², Flat 2 has a 14.27m² patio area, Flat 3 has a private patio area of approximately 7m² and Flat 4 has 10.81. On the first floor Flat 5 has a balcony area of 6.40m², Flat 6 has a 5.65m² balcony and Flat 7 has a balcony of 6.40m². The provisions comply with the standards in this respect whilst the calculation of communal space per flat would work out at 175 m². The either-or option as cited by the SPD guidance would not therefore justify a reason for refusing this application on the basis of the provision of 103 m² of communal space.

Parking

46. Policy DM30 of Rochford Council's Development Management Plan states that the parking standards contained within 'Parking Standards Design and Good Practice Supplementary Planning Document (Adopted December 2010)' will be applied for all new developments.
47. The adopted Parking Standard requires that a property consisting one bedroom should include one off-street car parking space and those of two or more bedrooms should include adequate off-street parking provision for the parking of two vehicles. The preferred parking bay size is 5.5 metres in depth and 2.9 metres in width. The amount of required parking for the site would be dependent upon the number of bedrooms to each flat proposed.
48. The development would also require 0.25 visitor/unallocated vehicle spaces per unit.
49. 11 parking spaces would be provided which it is clarified do not include any parking as indicated along side Kingsland which is not within the limitations of the planning application site nor within the control of the applicant. The adopted parking standards require 2-bedroom units to provide 2 car parking spaces and 1-bedroom units 1 car parking space which would entail that this development would be required to provide 10 car parking spaces. This requirement is met whilst the parking bay dimensions on the basis of the site layout plan are achieved.
50. The 0.25 visitor/unallocated vehicle space per unit would round up to 2 additional parking spaces which in total would require 12 car parking spaces. The standards do however indicate that the standards may be lowered within sustainable location such as is considered to be the case in this site. The parking commensurate with the number of units are provided whilst the shortfall of less than 1 parking space when equated to the 0.25m² per visitor / unallocated vehicle space is not in this instance considered a reason which could be robustly defend a position of refusal in the event of an appeal.

Highway Access

51. Appropriate consideration should be taken with regards to access onto the site. It is indicated that 2 vehicular access points into the site will be from Kingsway only. A new centrally positioned vehicle cross over from Lower Road would be designated solely for exit and would represent an improvement on the existing vehicle cross over serving the bungalow (to be closed off) in that it would be further away from the nearby pedestrian crossing on Lower Road.
52. Essex Highways has no objection to the proposals.

Refuse Storage

53. Refuse storage will be located discreetly to the rear of the site in purpose-built housing located adjacent to the rear parking area. Refuse bin storage requires the provision of 3 bins for each flat. The provision of refuse and recycling on the site should be screened and located where minimal impact would be caused to the visual appearance of the site and associated amenity, according to Rochford District Council's Supplementary Planning Document 2: Housing Design.
54. The bin storage is discreetly located to the rear aspect and is conditioned as part of the consent

Water Efficiency

55. 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 is recommended to ensure compliance with this Building Regulation requirement.
56. Policy ENV9 requires all new dwellings to achieve a good quality of energy performance. The Ministerial Statement relating to technical standards has not changed policy in respect of energy performance and this requirement still therefore applies; a condition is recommended.
57. 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 required.

Cycle Parking

58. A minimum of one cycle parking space should be provided for each unit proposed, with one space per eight dwellings for visitor cycle parking. Cycle parking provided should be secure and covered and located in easily accessible locations throughout the development. Cycle parking will be provided at two locations. One cycle storage area is to be located to the front west flank aside the parking area and the other to the rear. The provision is considered met.

Trees and Landscaping.

59. No trees or existing landscaping features would be lost as a consequence of the proposed development. New landscaping can be accommodated on site subject to the appropriate planning if planning permission were granted.

Biodiversity.

60. Policy DM27 of Rochford District Council's Development Management Plan states that proposals should not cause harm to priority species and habitats as identified under Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006. Development will only be permitted where it can be demonstrated that the justification for the proposal clearly outweighs the need to safeguard the nature conservation value of the priority habitat, and/or the priority species or its habitat. The Council may require further information as part of any future application as a result of this Policy to ensure that the proposed development would not negatively impact upon any protected species. This is likely to include the provision of a Bat Survey, based on the potential habitat the roof of the existing building may include.
61. There are no species of protected flora or fauna on site and as such it is not considered that biodiversity interests would be affected by the development. It is recognised that the scheme could provide an element of biodiversity enhancements which could be achieved by the modest degree of soft landscaping that could be accommodated on site.

Flood Risk

62. The previous application indicated that as the site is located in Flood Zone 1 where it is deemed there to be little if any risk of flooding and considers that any protection or amelioration measures are not necessary.

Loss of Retail Facilities.

- 63. The site at present was granted a change of use to become part retail in 1993. Policy RTC3 of the Rochford District Council Local Plan states that the Council will protect existing retail uses within residential areas outside of the defined town centres. The planning application form indicates that the existing use is a residential use which only relates to that part of the development which was not formerly a retail use.
- 64. Policy indicates that the loss of such retail units will only be permitted where it has been clearly demonstrated that a retail use in this location is not viable and that the proposed alternative use will still offer a service to the local community.
- 65. The retail use it is understood has ceased. This former use constituted a bespoke use which differs from a food outlet for example which given that part of the site is no longer in use as such would make it difficult from a policy perspective to resist this application on the basis of the wording of policy RTC3.

Consideration of objections raised.

- 66. The objections have been taken into account. The use of Kingsway as an access road is a legal matter for the applicant to address and lies outside the scope of the planning process to dictate or resolve. The key consideration is the safety of the access points onto the county highway which the local highway authority has no objection to.
- 67. The planning permission does not approve any parking alongside Kingsland which would be a civil matter for any parties concerned to resolve.
- 68. The site is considered to be a sustainable site served by infrastructure such that although noting the objections, they do not however collectively nor individually form a plausible basis for finding the development proposed unacceptable in planning policy terms as the development is in compliance with planning policy.

Representations:

- 69. HULLBRIDGE PARISH COUNCIL: No comment noted on file.
- 70. ESSEX COUNTY COUNCIL HIGHWAYS: NO objection subject to standard highway conditions.
- 71. PUBLIC REPRESENTATION

72. A number of public representations (15) have been received in relation to the application citing concern.

73. These representations are received from the following households:

Maple Lodge, Queen Anne Grove,
 101A ferry Road, Hullbridge,
 Poole's Lane, Hullbridge
 46 Grasmere Avenue, Hullbridge
 12 Mapledene Avenue, Hullbridge
 108 Lower Road
 Nikbitt, Wellington Avenue, Hullbridge
 82 Lower Road
 2 representations from Wellington Avenue (T Perks and S Perks) (no house name)
 The Briars, Hullbridge
 62 Lower Road
 1a Mashetter's Walk, Rochford
 Cats Whiskers
 Torwood (No location provided)

Issues raised are cited as follows:

- Access Via a separate Road which is a private road
- Access too near to Zebra Crossing
- Area is overdeveloped
- Junction severely congested
- Accidents on Lower Road
- Sets precedent for further development on Lower Road
- Too much development in the area already with cumulative impacts
- Flats are not wanted in this area
- Lack of infrastructure and utilities
- The proposal will have a real impact on the 25 properties that require access via Kingsway. Kingsway is a single-track private road and the proposed plans for additional vehicle usage and parking is going to cause real problems and safety concerns. The plans show them making use of the road area for parking to the left-hand side although this area is used by vehicles who enter the road from the junction of Lower Road. Having parked vehicles here will cause vehicles to wait on the mini roundabout itself (at what is already an overtly very busy junction) whilst oncoming vehicular traffic comes from Kingsway and Lower Road.
- On the whole there is nowhere near enough parking facilities or proper proposals for visits etc provided for the size of the planned development and this will just cause major parking and traffic safety concerns for all adjacent properties.
- Kingsway is a private road, and the trust objects to the use of any parking in that road. The hard standing in Kingsway is adjacent to

the site and is outside the applicant's curtilage. It forms part of Kingsway and was placed there illegally before registration. The applicant does not have permission for ingress and egress into Kingsway from the site. The existing residents have a right of access, but the applicant does not.

- Our main reason for this objection is that Kingsway is a private road, maintained and paid for by the residents of Hullbridge Garden Village, namely Kingsway, Cranleigh Gardens, Queen Anne's Grove and Wellington Avenue and this starts from the pavement of Lower Road. Therefore, no access would be permitted to the rear of the property. The mini roundabout at the junction of Kingsway/Ferry Road/Lower Road is a constant headache because drivers do not realise that Kingsway is actually a road and leads to our properties. Drivers coming down Lower Road from the Hockley direction very rarely look left into Kingsway, likewise on the opposite direction from Rayleigh drivers rarely look right resulting in near misses on several occasions on the roundabout. In addition, if you come down from Ferry Road and need to go into Kingsway, we have to make a "straight ahead" hand signal as cars start to move off from the left, thinking we are turning right. Apart from the fact the proposed development looks quite out of character with the rest of the surrounding area, there is also the aspect that peoples' privacy will undoubtedly be affected. With multi car households these days, probably in excess of 14 extra cars would need to be accommodated, more if visitors are taken into account. As there is no chance of extra vehicles being allowed to park along Lower Road, Ferry Road, Kingsway or other roads mentioned above, where would the extra vehicles park?
- I have raised the issue of 'assumed historic parking ' on Kingsway on previous applications and i am doing so again. As previously stated, Kingsway is land privately owned by a family Trust and their permission must be obtained for any use. My understanding is that parking of any kind is not permitted on their land and the Trust will be contacting you and or the developer regarding this matter.
- Additionally, i would like to raise the matter of the road width for Kingsway residents access. The plans seem to indicate a single-track roadway which would not be sufficient when vehicles are entering and leaving Kingsway at the same time. The road width must allow for two vehicles to pass at the same time, this includes at times lorries not just cars. The top end of Kingsway is effectively an area that allows for vehicles to wait whilst traffic coming from further down Kingsway passes. The parking of any vehicles on this stretch of Kingsway would cause an obstruction in this respect.

APPROVE

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

- 2 The development shall be undertaken in strict accordance with the plans referenced 04 A Block Plan and Location Plan as proposed
- 3 Prior to their first use samples of all external materials to be incorporated into the development shall be submitted to an approved in writing by the Local Planning Authority.
- 4 The development shall be undertaken in accordance with the approved details of external materials
- 5 Part G (water efficiency) of the Building Regulations (2010) shall be met for the dwelling hereby approved and be permanently retained thereafter unless demonstrated to be not feasible or viable in which case details shall be submitted to and agreed by the Local Planning Authority prior to first occupation.
- 6 Part L of the Building Regulations 2010 in respect of energy performance shall be met for the dwelling hereby approved unless
- 7 Prior to occupation of the dwellings hereby approved, plans and particulars showing precise details of the hard and soft landscaping which shall form part of the development hereby permitted, have been 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:
 - a schedules of species, size, density and spacing of all trees, shrubs and hedgerows to be planted (to compensate for the loss of trees arising from the development);
 - existing trees to be retained;
 - areas to be grass seeded or turfed, including cultivation and other operations associated with plant and grass establishment;
 - paved or otherwise hard surfaced areas;
 - existing and finished levels shown as contours with cross sections if appropriate;
 - means of enclosure and other boundary treatments;
 - car parking layouts and other vehicular access and circulation areas;
 - minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc);
 - existing and proposed functional services above and below ground level (e.g. drainage, power and communication cables, pipelines, together with positions of lines, supports, manholes etc);

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.

- 8 Notwithstanding the provisions of Article 3, Schedule 2, Part 1, Classes A, B, C, D and E, of the Town and Country Planning (General Permitted development) Order 2015 (including any Order revoking or re-enacting that Order, with or without modification) no extensions, porches or alterations of any kind may be added or made to the dwelling hereby permitted, or ancillary buildings erected anywhere within the curtilage of the property, without the prior permission in writing of the Local Planning Authority.
- 9 Prior to first occupation of the proposed development, the Developer shall be responsible for the provision, implementation and distribution 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.
- 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 The vehicular access onto Lower Road as shown on planning drawing 04 Rev A shall be constructed at right angles to the highway boundary and to the existing carriageway. The width of the access at its junction with the highway shall be no wider than 5 metres and shall be provided with an appropriate dropped kerb vehicular crossing of the highway verge and footway.
- 12 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 once the proposed new accesses are brought into first beneficial use.
- 13 Prior to the first occupation of the development the provision of eleven on-site vehicle parking spaces and an associated turning area as

shown in principle on planning drawing 04 Rev A shall be complete. 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.

- 14 Prior to the first occupation of the development the Cycle parking shall be provided in accordance with the EPOA Parking Standards. The approved facility shall be secure, convenient, covered and provided prior to occupation and retained at all times.
- 15 There shall be no discharge of surface water from the development onto the Highway.
- 16 No unbound material shall be used in the surface treatment of the car parking areas. Reason: To avoid displacement of loose material onto the highway in the interests of highway safety in accordance with policy DM1.
- 17 No works during any part of the construction phase of the development, including all associated ground works including deliveries and / or collections shall take place between the hours of 6pm and 7 am (Monday to Friday) and between the hours of 1 pm and 7am on Saturdays. No construction works, deliveries or collections shall take place on a Sunday or on any bank holidays,

Relevant Development Plan Policies and Proposals:

National Planning Policy Framework (February 2019)

Rochford District Council Local Development Framework Allocations Plan
Adopted February 2014

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

Rochford District Council Local Development Framework Development
Management Plan adopted 16th December 2014 - DM1, DM2, DM3, DM4,
DM25, DM27, DM28 and DM30

Rochford District Council Local Development Framework Supplementary

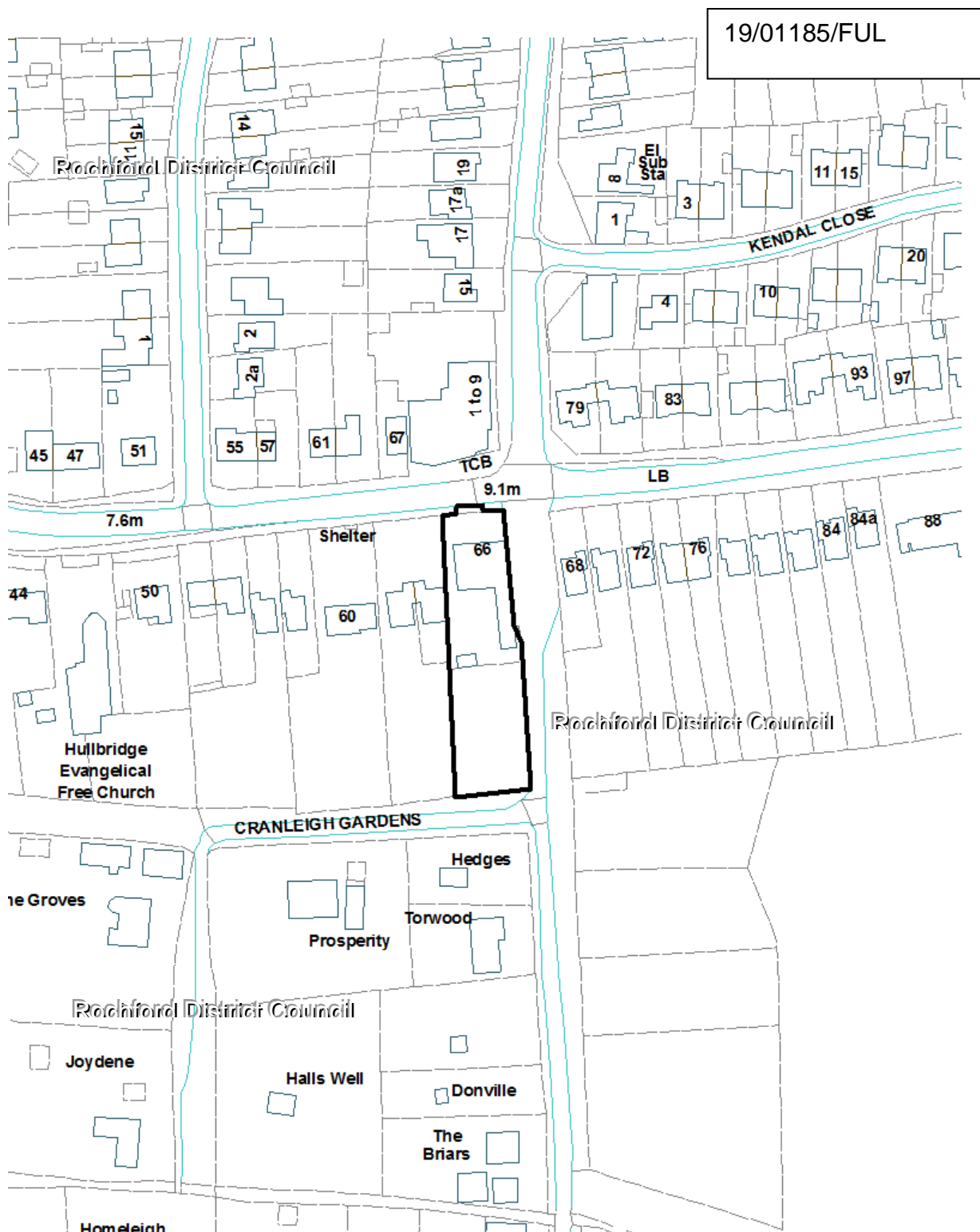
Planning Document 2 Housing Design (January 2007)

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

Technical housing standards - nationally described space standard (March
2015)

The local Ward Member(s) for the above application are Cllr Mrs D Hoy
Cllr M Hoy Cllr S A Wilson

Appendix 2



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