

PLANNING APPLICATION No. 12/00012/FUL

DEMOLISH EXISTING CAR SHOW ROOM AND WORK SHOP AND CONSTRUCT TWO STOREY BUILDING TO PROVIDE 50-BEDROOMED CARE HOME, PARKING AND AMENITY SPACE. CHANGE USE OF No. 131 LOUIS DRIVE WEST TO ANCILLARY USE TO CARE HOME.

AT 247 LONDON ROAD, RAYLEIGH.

APPLICANT: A.D.C.LTD

ZONING: EXISTING RESIDENTIAL DEVELOPMENT

PARISH: RAYLEIGH TOWN COUNCIL

WARD: SWEYNE PARK

1 PLANNING APPLICATION DETAILS

- 1.1 The proposal is to demolish the existing commercial garage and work shop buildings on the site and construct a two storey building providing a 50-bedroom care home. The building would occupy the middle part of the site and arranged to front an internal quadrangle, and to contain within the envelope of the building the car parking area accessed from Louis Drive West. This arrangement allows for the layout to feature roof spans over 6.5m – 8.5m distances and for roof pitches at 45 and 50 degrees.
- 1.2 The building would be predominantly two-storey to an overall ridge height of between 8.4m-9m and a walling height to eaves of 4.8m. A corner turret feature to front the junction between Louis Drive West and London Road would have a slightly higher ridge of 9.9m and height to eaves of 5.8m. The western side of the building would reduce to single storey on the boundary of the site with properties fronting Little Wheatley Chase. The western side elevation would also contain the first floor accommodation within the roof slope to be served by west facing roof lights. These first floor roof lights would serve the internal corridor and not any habitable room.
- 1.3 The building design would feature projecting gabled elements to an overall ridge height of 7.9m, but would share the same eaves height as the main building.

- 1.4 The building would be finished in red facing brick with the corner turret and projecting gables in white render. The roof would be covered with clay plain tiles. The windows and glazed doors would be finished in a dark grey coated aluminium framing. Solid doors would be in timber.
- 1.5 The site frontage to Louis Drive West and London Road would be enclosed by a brick wall 1m in height and finished in the same external brick work as the main building. Behind this and inside the site the applicant would plant a native hedge comprising beech, hazel, hornbeam and pittosporum, which would be envisaged to be maintained at a height of 1.8m.
- 1.6 The layout would provide off-street parking for 11 spaces with access from Louis Drive West similar to the current access arrangement to the rear storage yard. An enclosed walled area would provide a larger refuse storage area adjoining the access point to Louis Drive West. A further refuse storage area would be provided within the main building to the opposite side of the access point.
- 1.7 The garage to the existing bungalow No. 131 Louis Drive West would be demolished. The existing bungalow would be converted into a single room staff accommodation with bathroom kitchen and two treatment rooms. The garden area to this bungalow would be incorporated into the layout to provide communal amenity space to serve the development generally.
- 1.8 The proposal would remove the existing tree line within the site fronting Louis Drive West.

2 THE SITE

- 2.1 The site is located on the southern side of London Road at the junction made with Louis Drive West. The site has a frontage to London Road of 36.6m and a return frontage onto Louis Drive West of 59.7m incorporating the bungalow at No. 131 Louis Drive West. A slight slope exists on the site southwards from the London Road frontage downhill across the site to No.129 Louis Drive West.
- 2.2 On the site exists a two storey building, formerly a petrol filling station and garage, in use for offices and workshops associated with the continuing garage business but with a car wash and car sales function. The site no longer retails petrol and vehicle fuels. The site is predominantly hard surfaced with cars displayed for sale at the front onto London Road and also at the rear or with other cars stored waiting for repair, service/MOT. The petrol station forecourt canopy is retained on the site.
- 2.3 The application site includes the existing semi-detached bungalow No. 131 Louis Drive West, which would be retained, but used for alternative uses as described above.
- 2.4 The site location is to the western edge of the built-up settlement of Rayleigh. Nos. 1–7 Little Wheatley Chase are two pairs of semi-detached chalets to

plots of modest depth, but with wide frontages of some 14m, each affording a degree of spaciousness to their setting onto Little Wheatley Chase to the immediate west of the site.

- 2.5 Semi-detached bungalows, some with conversions to form rooms in the roof, adjoin the site to the immediate south and fronting Louis Drive West. These properties have frontages typically of about 9m-11m. In London Road to the east of the site exist semi-detached houses, which front a service road parallel to the London Road, but which feeds this frontage development through the Louis Drive West junction.
- 2.6 Opposite the site to the north development takes a more mixed pattern including a petrol filling station, a scout hall, care home and residential development.
- 2.7 The settlement pattern is constrained further west from Little Wheatley Chase by Metropolitan Green Belt allocation, as set out in the Council's saved Local Plan (2006).

3 RELEVANT PLANNING HISTORY

- 3.1 Application No. 05/00983/OUT - Demolish existing buildings and construct three storey building comprising 20 No. two-bedroomed flats, revised access, parking and amenity areas. Permission refused 7 March 2006.
- 3.2 Application No. 06/01005/FUL - Demolish existing buildings and construct part two storey, part three storey building comprising 16 No. two-bedroomed flats and 2 No. three-bedroomed flats, access and parking area.
- 3.3 Permission refused 13 February 2007 and appeal dismissed 14 September 2007.
- 3.4 Application No. 08/00834/FUL - Demolish existing building and construct two storey building comprising 50-bedroomed residential care home with access, parking and amenity areas.
- 3.5 Permission refused 20 January 2009.
- 3.6 Application No. 09/00148/FUL - Demolish existing building and construct two storey building comprising 50-bedroomed residential care home with access, parking and amenity areas (revised application following 08/00834/FUL)
- 3.7 Permission refused 23 June 2009 for the following reasons:-
 - 1) The proposal, by way of the overall bulk and scale of the building proposed, would be excessive in size on this prominent corner location, not in character with the surrounding area and the established street scene, which in the main comprises detached and semi-detached houses and bungalows. If permitted, it would detract from the visual amenity and appearance of the established street scene contrary to

Policy HP 6 to the Rochford District Replacement Local Plan (2006) as saved by Direction of the Secretary of State dated 5 June 2009 under paragraph 1(3) of schedule 8 to the Planning and compulsory Purchase Act 2004.

- 2) The proposal fails to provide sufficient car parking spaces to serve the development proposed in accordance with policy TP8 to the Rochford District Replacement Local Plan (2006) as saved by Direction of the Secretary of State dated 5 June 2009 under paragraph 1(3) of schedule 8 to the Planning and compulsory Purchase Act 2004. If allowed, the development would result in increased on – street parking to the detriment of the free flow of traffic and the amenity of residents in adjoining streets.
- 3) The layout and siting of the proposed parking area in close proximity to adjoining residential properties would give rise to general disturbance from the movement of vehicles including lights, noise and fumes detrimental to the amenity that those occupiers of dwellings adjoining the site ought reasonably expect to enjoy.

3.8 Appeal dismissed 20 April 2010.

4 CONSULTATIONS AND REPRESENTATIONS

Rayleigh Town Council

- 4.1 Object due to the over-development of the site, insufficient parking and inappropriate location for residents due to the location of the main road.

Essex County Council Highways: Object for the following reason:-

- 4.2 The proposal does not provide sufficient parking within the site for the proposed development. The lack of parking may well lead to vehicles being displaced onto the highway to the detriment of other road users and general highway safety.
- 4.3 The proposal would therefore be contrary to the aims and objectives of the County Council's Highways and Transportation Development Control Policies February 2011 and the parking standards document issued by Essex County Council as Supplementary Planning Guidance in February 2011 which refers to Parking Standards Design and Good Practice September 2009 (Essex Planning Officers Association/ECC).
- 4.4 Advise that on the previous appeal the Inspector deemed that 15 parking spaces would be sufficient for this site. However, the parking proposed with this application is for a lower number of spaces and it is considered that these will not be sufficient.

Environment Agency

- 4.5 Have previously reviewed the supporting “Desk study and First Stage Risk Assessment” and “Report on ground investigation” dated March 2007. Based upon this information consider the water environment at this site to be of low environmental sensitivity with respect to contaminants detected during the investigation. Consider it preferable for underground fuel storage tanks and associated fuel lines to be removed, together with significantly contaminated soils.
- 4.6 Therefore recommend a condition requiring submission of remediation details should further contamination not previously identified be found.
- 4.7 Recommend further conditions to ensure the development is carried out in a sustainable manner in order to improve resilience to the effects of climate change such as water efficiency, passive systems to take advantage of natural light and air movement and the management of waste during the construction of the development.

Essex County Council Urban Designer

- 4.8 Generally consider the layout to be acceptable though it is unfortunate that the main entrance is through a car park. Some planting in this area is needed to enhance the visitors and residents approach to this entrance. Query the access to the treatment rooms. It appears residents will have to go off site to use them. However, without knowing the operational requirements it is difficult to comment on this aspect.
- 4.9 In respect of the elevations, these could be attractive provided there is appropriate detailing. The one elevation that does need to be addressed is the south elevation to the communal garden. There is a large amount of unrelieved brick work, which is unattractive and could appear quite daunting. There should be some articulation in the wall plane below the junction of the eaves and verge [which coincides with the side of the patio windows to the lounge] and a change in materials between these two sections of the elevation. Fixed windows with obscure glazing may provide some relief at the first floor. It may be possible to condition these matters
- 4.10 If consent is granted to the scheme, would also recommend that the following conditions are applied:-
- A) Details of all windows and doors at a scale of not less than 1:20 shall be submitted and approved in writing by the Local Planning Authority (LPA) prior to development.
 - B) All windows in masonry walls shall be inset 100mm from the face of the building.

- C) Details of all balconies shall be submitted and approved by the LPA prior to development.
- D) Eaves to all roofs shall be open rather than boxed.
- E) Details of all verges at a scale of not less than 1:20 shall be submitted and agreed in writing by the LPA prior to development.

Rochford District Council Engineer

- 4.11 Advise that surface water sustainable drainage design is required.

Rochford District Council Consultant Arboriculturalist

- 4.12 Recommends a planning condition requiring an up to date tree protection plan be submitted as that submitted is out of date.

4.13 Neighbour Representations

25 letters have been received from the following addresses:-

Alexandria Drive: 11

Leonard Drive: 1, 5, 6

Little Wheatley Chase: 1, 3 (two letters), 15, 31

London Road: 203, 231, 237

Louis Drive: 59, 85, 93

Louis Drive West: 107, 109, 116, 120, 122, 129

Louis Close: 4

Ronald Drive: 10, 22

Including one unaddressed sent from an iPad.

- 4.14 In the main, these representations make the following comments and objections:-
- 50-Bed care home with only 11 car parking spaces beggars belief and woefully inadequate for the number of staff, visitors and services to attend.
 - Multi-storey building is not in keeping with surrounding properties, which are mostly bungalows
 - Louis Drive estate already used as an overflow car park for events held at the Rayleigh sports centre in London Road, for visitors to Gunn Close, coach trippers and a short distance from the re-development of the E-on

site for 103 homes. The roads on the estate are narrow and excess parking causes problems with access for emergency vehicles, refuse lorries and residents.

- Traffic to a number of schools in the area and general traffic and congestion in the area.
- London Road also used as an alternative when the A127 is blocked.
- Will generate unacceptable traffic, parking and noise issues from staff and visitors associated with the development and other developments on London Road as well as 24 hour working, deliveries and servicing such as cooking smells. The existing garage shuts at 5.30.
- Noise and disturbance through the night.
- Access onto a busy junction opposite a petrol filling station
- Builders just buy the land, make their money and it is us who have to suffer with the road full of traffic, speeding cars late at night and lack of pedestrian crossings.
- Overcrowded schools and doctors.
- Application seems to be an annual event causing undue stress and worry
- Previously dismissed on appeal. Understood the applicants would not be allowed to make another application for the same type of building.
- Nightmare of proposed new developments in the area will detract from the peace and quiet of the area we thought we would enjoy.
- Why not build two or three bungalows that would be in keeping with Louis Drive West and more considerate to local residents.
- Application fundamentally the same as the previous application that was rejected.
- The rooms would be too small.
- Nothing for the residents to look at from the outside sitting space.
- Original deeds to No. 131 Louis Drive West say that no bungalows may be used for commercial use.
- 50-bed care home is massively out of proportion to the neighbourhood.
- Building far too big for the site and totally out of character with existing bungalows and semi-detached houses.
- Overlooking other gardens

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- Over-development of small, narrow, prominent corner plot and too near the residents in bungalows. Will be domineering, bulky, overpowering, out of scale and will adversely impact Nos. 1. 3. 5 and 7 Little Wheatley Chase and impact upon the use of gardens to these properties.
 - Loss of privacy from upper floor bedrooms proposed to houses and gardens of Nos. 1. 3. 5 and 7 Little Wheatley Chase. The design guide requires a minimum separation of 25m between rear facing habitable rooms, with a separation of 35m with flats. The proposal does not comply with this. As only a separation of 7m will result.
 - Loss of light to Nos. 1 and 3 Little Wheatley Chase from the close proximity of the building proposed to the site boundary.
 - Street parking problems when there is a school function or event at Rayleigh Social Club.
 - 13 flats should be the maximum
 - Future of No. 131 Louis Drive West seems rather vague. Shows a treatment room and only pedestrian access, which suggests people will be brought into the building during the rain or poor weather.
 - Only small store room shown.
 - Concern for 50 unwell people closed in a home completely surrounded by busy roads and a garage across the road and nowhere to be taken for fresh air
 - Cannot see how the refuse vehicle will be able to manoeuvre into the site given narrow nature of the street. Are we to experience the same problems as we have with the new Tesco with large vehicles all over the main road?
 - Idea that staff will use bus service is pie in the sky as the service is poor and care workers work unsocial hours when service not available.
 - Scheme has changed little from that previously refused apart from re-siting the kitchen, a reduction in parking spaces and moving the waste bins to another part of the site.
 - Require the hedge with No. 1 Little Wheatley Chase to be retained if the plans are approved.
 - The increase in refuse that the development will generate will contribute to an already huge rat problem that occurs in this part of Rayleigh.
 - Size, bulk, scale and proximity of the proposed building will devalue the adjoining property, which is unfair and unjust.

- Will destroy the rural look of the area, which is loved.
- Would have no enhancement value to people entering Rayleigh at all, rather than a gateway would look built up and closed in.

5 MATERIAL PLANNING CONSIDERATIONS

Principle of the Development

- 5.1 The site is located within an area allocated existing residential development in the Council's saved Local Plan (2006). The location and re-development in the manner proposed accords with the general re-use of land in a sustainable manner advocated generally throughout the National Planning Policy Framework (NPPF) (2012) and is encouraged by Policy H1 to the Council's adopted Core Strategy (2011), which accepts intensification for the re-use of existing sites, but guards against harm to the character of an area accepting limited infilling where it would relate well to the site surroundings.
- 5.2 Whilst representations received argue for the development of the site for housing or bungalows, neither the Council nor previous inspectors have objected to the principle of the re-development of the site for a residential care home or flats. The site is able to be re-developed with a larger building of residential character and scale. The site represents previously developed land within the urban area where national planning policy generally encourages this form of re-development to meet local housing needs and that of an ageing population and to build greater community cohesion.

Bulk and Scale of the Proposed Building Issue

- 5.3 In dismissing the previous appeal the Inspector disagreed with the Council's objections to the size and scale of the building then proposed. The Inspector noted that the garage and work shops on the site were of no particular merit and comprise a cluster of buildings and hard standing areas covered by cars that do not make a positive contribution to the visual qualities of the area. The previous building featured a high degree of articulation with various gabled sections and lower on the western side to respect the nearby residential properties adjoining the site. The Inspector concluded that the building then proposed would have created a building of local presence at a prominent location that would form an attractive addition to the local townscape at a location typified by a generally undistinguished built form. Although dismissing the appeal for other reasons, the overall bulk, mass and scale of the building then proposed was found acceptable. These findings are a material consideration to be given significant weight in this current application.
- 5.4 The previous building was to a design with various elements having an overall ridge height of between 8.65–7.35m. This height compares to typical housing.
- 5.5 The current application is for a building with an overall ridge height of between 8.4–9m with the corner turret feature slightly higher at 9.9m. The elevations are articulated with two storey gabled features. The main walling would be

finished in red brick with the turret and gabled features rendered to give articulation. Unlike the previous application the current proposal features a layout and arrangement that provides roof spans of between 6.5–8.5m allowing traditional roof pitches of 45 and 50 degrees. The building now proposed is of a suitable overall scale and mass and reflects local vernacular proportions.

- 5.6 The proposed building would be sited in excess of 2m from the western boundary of the site with properties fronting Little Wheatley Chase. But for the frontage element to London Road to a depth of 6m, this side of the building would have a lower overall form with a walling height at single storey of 2.5m rising over a sloping roof to a height of 7.5m a further 5m deeper into the site. This sloping roof area features roof lights but to the internal corridor and not to habitable rooms.
- 5.7 The current application would, however, provide a significant depth on the western side and as would be viewed to those dwellings backing onto the site, nos. 1–7 Little Wheatley Chase. The building would extend for much of the site depth in the one and a half/two storey form but for a gap of 8m to the immediate rear of the building. Despite the change in design and roof form to account for the impact upon those adjoining neighbours, the proposed building would prove over dominant because of the relatively short distance of some 10m between those existing dwellings and the building proposed. The proposal would thus have an unsatisfactory relationship with those neighbouring properties contrary to part (ix) to Policy HP 6 to the Council's saved Local Plan (2006).
- 5.8 The building now proposed could be further improved by the minor detailing requested by the County Council's urban designers. It is considered that the grant of permission can be the subject of conditions to improve such detailing.

Parking and Highway Issues

- 5.9 The previous application provided for 15 off-street car parking spaces. As with the previous application the number of staff is not known. Standard C2 requires a maximum provision of 1 car parking space for every three bed spaces and in addition, one car parking space for every member of full time staff equivalent. On this basis the development now proposed would require a maximum of 17 spaces and in addition spaces for full time staff equivalent. This provision is the same requirement as applicable to the previously refused application. There was no objection raised to the previous application by County Highways.
- 5.10 In dismissing the previous appeal, the Inspector acknowledged the Council's concerns that the then proposed 15 car parking spaces would be inadequate and could result in added pressure being exerted on local on-street parking available. There was general consensus in the appeal that the 15 spaces were slightly lower than policy requirements for a unit of this kind. There was also considerable uncertainty about the number of staff who might be

employed at the home, the nature of staffing levels and how such staff might get to and from work. These concerns are repeated in the current application, which features four spaces less than that previous scheme.

- 5.11 The Inspector acknowledged that the site was located near to a regular bus service with connection to Rayleigh mainline rail station. Although such services would not be available to night time workers, the Inspector concluded that the site has reasonable access to alternative forms of transport. The Inspector also gave weight to the absence of objection from the County Highway Authority. The thrust of national policy guidance continues to favour sustainable movement. The previous Inspector was content that the 15 parking spaces then proposed would normally be adequate to serve the needs of the development given that residents to the home would be unlikely to own vehicles, visitors would be welcome throughout the week and this would avoid clustering at weekends or evening periods. The Inspector was not convinced that any occasional spillage onto adjacent streets would be harmful to traffic flow. The Inspector gave significant weight to the views expressed by residents that at certain times there is considerable congestion on both Louis Drive West and Little Wheatley Chase, caused by traffic to the nearby school and local sporting events, but that such issues were temporary and not inconsistent with urban life. The existing use of the site also generates a considerable amount of traffic, selling and servicing cars and with a car wash facility. The Inspector concluded that the proposed development may well result in less overall movement during the normal working day.
- 5.12 The current application would involve the provision of four less car parking spaces. Whilst there has been no material change in the site circumstances since the previous Inspector's findings and which are material considerations to be given substantial weight, the County Highway Authority considers that the further decrease in parking provision by four spaces would be likely to displace vehicles onto the adjoining streets. This further reduction in spaces is considered significant by District and County officers, particularly where the applicant is unable to quantify future staff numbers.

Location of Parking and Amenity Issues

- 5.13 The previous scheme provided the car parking area behind the existing bungalow No. 131 Louis Drive West and alongside the rear boundaries of adjoining homes. In dismissing the previous appeal, the Inspector considered the impact of car movements throughout the day and night in such close proximity to the adjoining gardens and homes to give rise to noise and disturbance that weighed against the proposal. The current application now provides the car parking contained within the envelope of the building with an amenity area alongside those neighbouring gardens. Consequently the current application overcomes the previous objection on this issue.
- 5.14 The building design has outward looking windows serving the habitable rooms to both streets. The west facing roof lights to the internal corridor and facing the rear of properties fronting Little Wheatley Chase would be located 2.4m

above first floor finished floor level safeguarding privacy to the neighbouring properties to the west.

- 5.15 The upper floor window arrangement to the corridor above the entrance hall and looking south across the proposed car park would be located 31.5m from the boundary of the site with No. 129 Louis Drive West. The Essex Design Guide requires a distance of 35m between the upper floor living rooms to flats and directly opposed sitting out areas or windows to neighbouring dwellings. The proposal does not include residential flats as such although does feature what would effectively become peoples' main residence. In any case, the window does not directly oppose the neighbouring property and would serve the corridor with entrance doors to the residential units and not a window to a habitable room. The proposal would not therefore give rise to unreasonable conditions of privacy loss to adjoining properties.
- 5.16 The ground floor windows would be screened by fencing and hedging to the site boundaries.
- 5.17 The proposed amenity space to the rear of the bungalow included in the application site No.131 Louis Drive West would adjoin neighbouring gardens in a complementary relationship.
- 5.18 The proposed refuse storage areas would be in enclosures close to the site entrance to facilitate efficient collection and away from the neighbouring properties.

Loss of Dwelling Issue

- 5.19 The previous applications considered on this site either excluded the bungalow No. 131 Louis Drive West or retained it as a manager's residence and therefore as a single dwelling unit. The current application would adapt the bungalow to staff accommodation in a single room and with separate kitchen and bathroom but converting the two remaining rooms to treatment rooms.
- 5.20 The Council is in general opposed to the loss of existing residential accommodation since it is likely, on an incremental basis, to require the further release of green field sites to make up that shortfall. Exceptions to this are the provision of essential community facilities such as for doctors or dentist surgeries. Policy HP15 to the Council's saved Local Plan (2006) argues that a material net loss of existing dwellings in the residential area will be refused for this reason. The proposed conversion of the existing bungalow No. 131 Louis Drive West into a non-residential staff accommodation and treatment room would result in the net loss of a two-bedroomed bungalow. However, the development would create a 50-bedroomed care home that would be likely to provide a home for 50 persons. In view of this the loss of the single bungalow would not be material and as such there would be no conflict between the proposal and Policy HP15 to the Local Plan (2006).

6 CONCLUSION

- 6.1 The proposed scheme would re-develop previously developed land in a sustainable manner and providing a development to serve the needs of an ageing population or persons in need of residential care.
- 6.2 The building proposed would be of a design, scale and form suited to the edge of settlement locality creating a building of local presence at a prominent location that would form an attractive addition to the local townscape.
- 6.3 The proposal would, however, occupy much of the site, particularly in depth on the western side that would prove over dominant upon those adjoining dwellings fronting Little Wheatley Chase, which have gardens of only modest depth.
- 6.4 In the previous appeal the Inspector deemed that 15 parking spaces would be sufficient for this site. However, the parking proposed with this application is for a lower number of spaces and it is considered these will not be sufficient to adequately serve the needs of the scheme.

7 RECOMMENDATION

- 7.1 It is proposed that the Committee resolves to **REFUSE** planning permission for the following reasons:-
 - 1) The proposal, by way of the significant depth of the building proposed on the western side, would by way of the form, height and close proximity to the boundary and the rear walls of the adjoining dwellings nos. 1-7 Little Wheatley Chase prove over dominant, resulting in a poor relationship to those adjoining dwellings contrary to part (ix) to Policy HP6 to the Rochford District Replacement Local Plan (2006) as saved by Direction of the Secretary of State dated 5 June 2009 under paragraph 1(3) of schedule 8 to the Planning and Compulsory Purchase Act 2004. If allowed, the proposed building would result in a building proving detrimental to the amenity occupiers of those adjoining dwellings ought reasonably expect to enjoy.
 - 2) The proposal does not provide sufficient parking within the site for the proposed development. The lack of parking may well lead to vehicles being displaced onto the highway to the detriment of other road users and general highway safety contrary to the Council's requirements as set out in Parking Standards: Design and Good Practice Supplementary Planning Document adopted December 2010.



Shaun Scrutton

Head of Planning and Transportation

Relevant Development Plan Policies and Proposals

Rochford District Council Local Development Framework Core Strategy Adopted
Version December 2011

H1, CP1, T8.

Rochford District Replacement Local Plan (2006) as saved by Direction of the
Secretary of State for Communities and Local Government and dated 5 June 2009 in
exercise of the power conferred by paragraph 1(3) of schedule 8 to the Planning and
Compulsory Purchase Act 2004.

HP6, HP11, HP12.

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

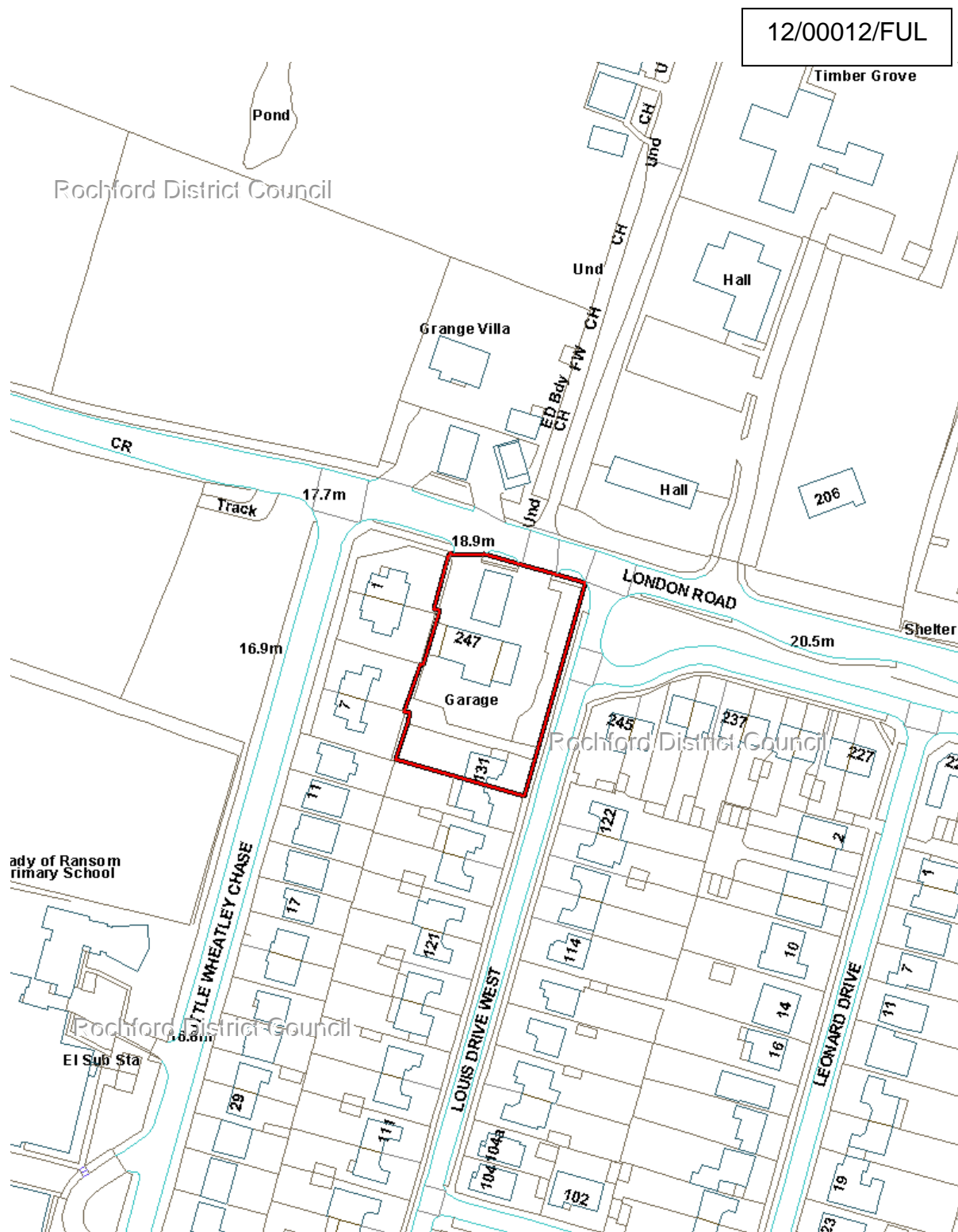
Standard C2.

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