



**Rochford District
Council**

**SCHEDULE OF PLANNING APPLICATIONS TO BE CONSIDERED BY THE
DEVELOPMENT CONTROL COMMITTEE – 26 March 2009**

All planning applications are considered against the background of current Town and Country Planning legislation, rules, orders and circulars and any development, structure and local 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 And Transportation, Acacia House, East Street, Rochford and can also be viewed on the Council's website at www.rochford.gov.uk.

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

Ward Members for Committee

DOWNHALL AND RAWRETH

Cllr C I Black

Cllr R A Oatham

GRANGE

Cllr C J Lumley

Cllr Mrs J R Lumley

HOCKLEY NORTH

Cllr M R Carter

HULLBRIDGE

Cllr Mrs R Brown

Cllr Mrs L A Butcher

Cllr P R Robinson

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SCHEDULE ITEM 1

**TITLE: 09/00048/FUL
CONSTRUCT WALL TO ENCLOSE SERVICE AREA
BENEATH SERVICE AREA CANOPY
ASDA PRIORY CHASE RAYLEIGH**

APPLICANT: ASDA ESTATES DEPT

**ZONING: MIXED USE DEVELOPMENT (THE PARK SCHOOL SITE)
(HP2)**

PARISH: RAYLEIGH TOWN COUNCIL

WARD: DOWNHALL AND RAWRETH

PLANNING APPLICATION DETAILS

The Site

- 1.1 This application is to a site on the southern side of Rawreth Lane east of Priory Chase. The site is part of the service yard and unloading bay to an existing Asda retail store.
- 1.2 The site is contained by Priory Chase to the west and Rayleigh Leisure Centre to the south. To the rear and east of the site is the Imperial Park industrial area. Opposite the site and fronting Priory Chase are detached, semi detached and terraced housing.
- 1.3 The service yard area is enclosed with a brick wall with gated vehicular access from Priory Chase.

The Proposal

- 1.4 The proposal is to construct a wall to enclose the existing loading bay area beneath the existing open canopy to the retail store. The remaining open service yard would remain unchanged. The proposed wall would follow the plan of the existing loading bay which varies in depth across its width but is all beneath the existing canopy to the loading bay area. The wall would be finished in white coloured cladding to match the external finish to the existing store building. The two main loading areas would each be served by roller shutter doors which deliveries would back up to. Similarly, two small roller shutter doors would be provided to serve the external compacting machines. The cladding wall would be extended to enclose the existing open canopy to the pedestrian access on the back of the building but beneath the existing canopy to this part of the building.

SCHEDULE ITEM 1

- 1.5 The applicants seek to make the loading bay area weather proof.

PLANNING HISTORY

Application No. 01/00762/OUT

Outline application for a mixed use development comprising housing, neighbourhood centre, public open space, primary school and leisure centre
Permission Granted 18 June 2003.

Application No. 04/00975/FUL

Variation of conditions attached to Outline Permission No. 01 / 00672 / OUT to allow for separate reserved matters to be submitted and to allow flats above retail units in the neighbourhood centre.
Permission granted 17 February 2005

Application No. 05/00599/REM

Details of retail food store and part two storey part three storey building comprising 4 No. A1 (retail) units and 1 No. café / restaurant to ground floor, 3 No. D1 (Non Residential Institutions) units at first floor and 8 No. Two bedroomed flats at first and second floor with access and car parking layout.
Permission refused 24 November 2005

For reasons that the proposal failed to comply with the requirements of condition 4 of the outline consent in providing for a range of uses valuable to the local community, that the results within the travel assessment were considered unacceptable in terms of traffic movements arising from the development and the capability of the highway network to absorb those movements and the size of the retail store would be likely to have an adverse effect upon Rayleigh town centre.

Application No. 05/01049/REM

Details of retail food store and part two storey part three storey building comprising 5 No. A1 (Retail) units and 1 No. A3 café, 3 No. D1 (non residential institutions) 1 No. D1 Nursery at ground, first and second floor with access and car parking layout floor

Permission refused 25 May 2006 for reasons that the results within the travel assessment were considered unacceptable in terms of traffic movements arising from the development and the capability of the highway network to absorb those movements, the size of the retail store would be likely to have an adverse effect upon Rayleigh town centre and the noise and disturbance associated with the retail store would be detrimental to residential amenity of nearby residents in Priory Chase.
Appeal allowed 25 January 2007.

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Application No. 06/00508/FUL

Variation of condition 2 of outline permission 01/00762/OUT to extend the time allowance for the submission of reserved matters applications by three years.
Permission granted 20 June 2006.

Application No. 07/00588/FUL

Alterations to Approved Asda Store Building Comprising Covered Walkway to Car Parking Area, Provision of Smoking Shelter to Staff Parking Area, Provision of External Cash Machine Pod and Removal of one Car Parking Space, Provision of Draft Lobby to Store Entrance, Raise Height of Service Yard Wall From 1.8m to 3m, Revised Layout of Service Yard, Revised Location of Trees to Car Park, Extension of Entrance Canopy, Revised Elevations of Store to Show Location of Cash Office Transfer Unit, Provision of 2 No. First Floor Windows to Staff Restaurant and Training Room, Reduced Size of Curtain Walling Panels, Provision of Additional Fire Exit to North Elevation and Revised Position of Roof Plant.

Permission granted 23 August 2007

Application No. 08/00541/FUL

Erection of a three storey mixed use building comprising a mix of commercial uses (use classes D1: non residential institutions, Class A1: shops, Class A2: financial and professional services, class A3: food and drink, class A4: drinking establishments, Class A5: hot food takeaways) and 11no. two bedroomed and 8 no. one bedroomed flats and associated car parking.
Application withdrawn.

Application No. 08/00789/FUL

Erect Part Single Storey Part Two Storey Mixed Use Building Comprising 6 Commercial Units within Use Class A1: Shops, Class A2: Financial and Professional, Class A3 :Food and Drink, Class A5: Hot Food Takeaways, Class D1: Non Residential Institutions and Class B1: Business and Associated Car Parking

Permission granted 20 November 2008.

The site that now includes a retail store and car park with permission extant as allowed on appeal under application 05/1049/REM for an alternative mixed use building that is compliant with the outline permission or the alternative building as approved on 20 November 2008

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MATERIAL CONSIDERATIONS

- 1.6 The enclosure, if finished in matching materials to the existing store, would enclose this open service area which, although largely shielded by the site boundary wall, does currently give some views of the loading area and the goods stored to the residential area across the street. The suitability of the choice of materials can be controlled by a condition to any approval that might be given. The proposal would fully enclose this area from public view and would, with the appropriate finishes, complement the appearance of the building as well as assist in reducing noise from the transfer of goods from delivery vehicles.
- 1.7 The proposed walling would complement the contemporary style of the building design and, by further concealing the loading platforms, would enhance the appearance of the street scene and existing views from Priory Chase.

CONSULTATIONS AND REPRESENTATIONS

- 1.8 **Head of Environmental Services:** No adverse comments to make.

RECOMMENDATION

- 1.9 It is proposed that the Committee **RESOLVES** to **APPROVE** the application, subject to the following conditions:-
- 1 SC4B - Time Limits Full standard
 - 2 SC15 - Materials to match (Externally)

REASON FOR DECISION

The proposal is considered not to cause significant demonstrable harm to any development plan interests, other material considerations, to the character and appearance of the area, to the street scene or residential amenity such as to justify refusing the application; nor to surrounding occupiers in neighbouring streets.

SCHEDULE ITEM 1

Relevant Development Plan Policies and Proposals

Rochford District Replacement Local Plan (Adopted 16 June 2006)
HP2

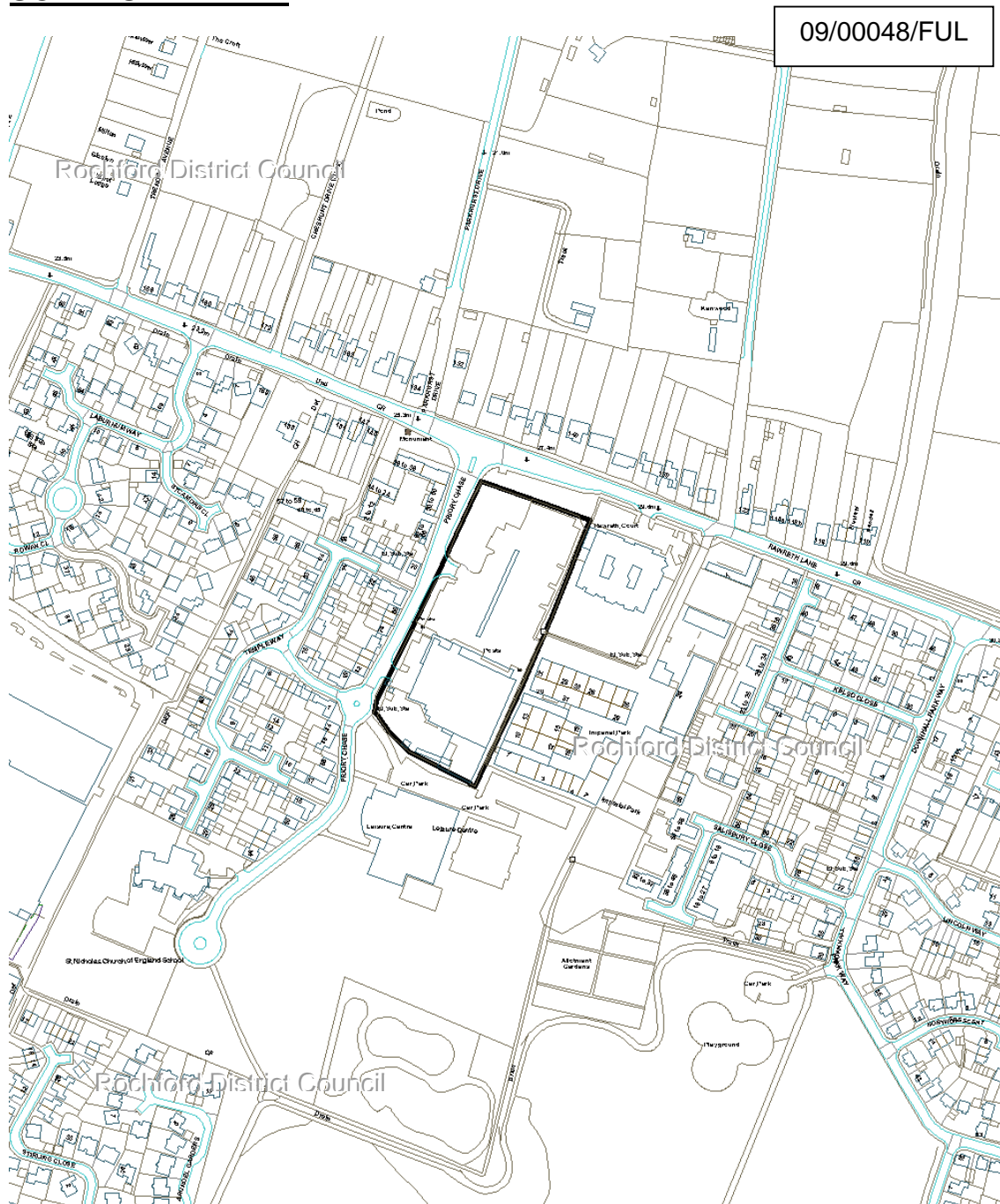
Supplementary Planning Document 5 – Vehicle Parking Standards
(January 2007)

A handwritten signature in black ink, appearing to read 'Shaun Scrutton', with a horizontal line extending from the end of the signature.

Shaun Scrutton
Head of Planning and Transportation

For further information please contact Mike Stranks on (01702) 318092.

SCHEDULE ITEM 1



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SCHEDULE ITEM 2

TITLE: 09/00066/FUL
APPLICATION TO DELETE CONDITION 1 TO THE GRANT OF
PERMISSION UNDER APPEAL REFERENCE
T/APP/C/B1550/612972/P6 AND TO ALLOW CONTINUED
AND UNRESTRICTED USE OF THE MOBILE HOME ON THE
SITE FOR RESIDENTIAL PURPOSES
HIGH ACRE CENTRAL AVENUE HULLBRIDGE

APPLICANT: MR EDWARD SMITH

ZONING: METROPOLITAN GREEN BELT

PARISH: HULLBRIDGE

WARD: HULLBRIDGE

PLANNING APPLICATION DETAILS

The Site

- 2.1 This application is to a site on the eastern side of Central Avenue to the unmade section of a plot land road and specifically relates to a dwelling formed from two mobile homes or caravans which were joined together and which was the subject of enforcement action by the service of Enforcement Notices in June 1991. In considering an Appeal against the two enforcement notices served, the Inspector quashed both notices allowing the appeals and granted planning permission for the siting of a mobile home for human habitation, subject to a number of conditions including a personal permission to the applicant and his wife.
- 2.2 The dwelling as allowed has continued on the site to the current date. The site is well kept with established landscaping. The site has off street car parking. The dwelling exists alongside a number of individually styled dwellings to plots in this location.

The Proposal

- 2.3 In allowing the appeal the Inspector granted permission for the dwelling subject to the following condition:-

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1. This permission shall be for a limited period being that period during which Mr and Mrs Edward Smith occupy the mobile home at Highacre, Central Avenue, Hullbridge. When Mr or Mrs Smith cease to occupy the mobile home, whoever shall be the last occupant, the permission hereby granted shall cease and the mobile home shall be removed from the land.
- 2.4 The current application is submitted to reconsider this condition and seeks the removal of it from the consent.
- 2.5 The applicant considers that the condition is no longer appropriate, given the passage of time and the changes in circumstances. The applicant states that the condition is a violation of the applicant and his wife's right of movement and those of freehold law to property having little or no capital funds to enable such free movement. The condition prevents further investment in the building and improvement as increasingly the duration of the consent can be seen as short term.
- 2.6 The extended family are described as no longer travelling due to ill health and are described as permanent dwellers.
- 2.7 The applicant's agent states that in over thirty years of handling such appeals this is the only case where he has seen this condition used.
- 2.8 The applicant states that the condition is similar to those used for agricultural workers and farm dwellings but, as farming practices have reduced the need for labour, most of these conditions have been lifted.
- 2.9 The applicant states that the property is no longer a mobile home and houses most of the applicant's family, including an elderly disabled parent, the applicant's daughter and his grand children.
- 2.10 The applicant states that no condition was imposed upon his son who lives next door at 'The Hut' following an appeal in 1992 where the question of the Green Belt location was equally pertinent.
- 2.11 At issue for the applicant is that whilst he and his wife may continue to reside at the site for life or as long as they are able, his family and dependants would not have the security he enjoys and may in certain circumstances be made homeless. The property could neither as it stands be inherited or passed down to another family member.

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RELEVANT PLANNING HISTORY

- 2.12 The applicant is understood to have purchased the site in 1978. Prior to this time a number of applications had been made including the use of the site for residential purposes between 1964 – 1971 and each were refused planning permission.
- 2.13 A poultry store and shed was granted permission on 5 October 1967 and this provided an agricultural use for the site.
- 2.14 The inspector concluded that until the change in ownership in 1978 the residential use had not been so continuous until then to be lawful. Furthermore, evidence considered by the inspector also deduced that the structure, as modified as a result of the damage caused by the October 1987 hurricane, again made the structure unlawful at that time.
- 2.15 The Inspector in considering the appeals in June 1992 therefore had to determine, despite Green Belt policy, whether there were material considerations that would override the strong presumption against the new development the subject of the enforcement notices. At the time of the appeal, the building had been modified by the addition of cladding, re-roofing and the addition of a conservatory type addition at the rear.
- 2.16 A material consideration before the Inspector was that the applicant is a Romany traveller, as defined under Section 16 to the Caravan Sites Act 1968.
- 2.17 Then as now, there were no official Gypsy sites in the district and provision of sites at that time was uncertain. The Inspector was also mindful of the recommendation in November 1991 from the Essex County Council that District Authorities should include appropriate policies for the provision of Gypsy sites and to include private sites due to the contribution these make to overall need. At the time the District Council did not support those recommendations because amongst other things, it did not wish to encourage speculative development within vulnerable Green Belt areas. The inspector concluded that in relying upon the site then at issue at Eastwoodbury Lane to provide for all the district needs, it was not clear if, being within a neighbouring district, pitches on it would be available to Gypsies resorting to the Rochford District. Given that the Government circulars of the day concerned with the provision of Gypsy accommodation had stressed the need for Gypsies to find their own sites and that in such circumstances it might be accepted that such sites would fall within Green Belt, the Inspector reached the conclusion that the particular circumstances relating to the applicant justified overriding the strong policies against inappropriate development in the Green Belt. Accordingly a personal permission was granted, subject to the condition at issue in this application.

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- 2.18 There has been no recent planning history since the enforcement appeals were allowed and the personal permission granted to retain the dwelling on the site.

MATERIAL CONSIDERATIONS

- 2.19 The site is within the Green Belt where permission can be granted for residential use of existing buildings subject to certain criteria as expressed in Local Plan Policy R9. The re-use of existing buildings is favoured in this way because the building is already established and is judged not to be harmful to the appearance of the Green Belt. This particular building was, however, permitted in very precise circumstances around the need for Gypsy and Traveller accommodation and which are equally applicable today. It is arguable that the best use of this building would be to continue to support the family living within it and on the site as judged acceptable by the Inspector notwithstanding the condition at issue.
- 2.20 The East of England Regional Assembly is currently working on a single issue review of the East of England Plan to incorporate a policy into the plan to deal with Gypsy and traveller accommodation needs. A proposed policy on pitch provision was examined at a public inquiry in October 2008. The policy proposes that a total of 15 pitches (circa 2 caravans) be provided in the Rochford District by 2011. The Inspector in reporting on the findings of the Examination In Public endorsed this approach.
- 2.21 The policy was considered at a meeting of the Executive Board of Rochford District Council on 26 March 2008 and it was concluded that the proposal for 15 pitches would not be subject to an objection by the Council and that a review should be undertaken of all unauthorised sites within the District with a view to determining whether they might make a contribution to the overall pitch requirement.
- 2.22 There nonetheless continues to be an accepted unmet need for Gypsy and Traveller sites in the District. A review of unauthorised sites is in progress. The current application site has not featured in this review but, given the previous history of the site and the circumstances around the authorisation of the site, there is justification for considering whether the current application should be accepted as a contributor to the fulfilment of the 15 pitch requirement.
- 2.23 The advice contained at paragraphs 45 and 46 to Circular 01/2006 advises that a temporary consent may be justified where there is unmet need and there is a reasonable expectation of the planning circumstances changing at the end of the period of the temporary permission. New sites will need to come forward if the 15 pitch policy provision set out in the draft East of England Plan policy is to be met by 2011.

SCHEDULE ITEM 2

- 2.24 In allowing the last appeal the Inspector took into account the personal circumstances of the applicant being a traveller. Since the Inspector's decision the applicant has continued to reside at the site and no longer travels.
- 2.25 In this current application the applicant explains that care is provided for an elderly parent suffering serious ill health. The applicant's daughter and her three teenage daughters reside in an out building on the site that, whilst not previously part of the Inspector's decision, has been the case for a number of years. A further grand child stays for long periods, particularly during school holiday periods.
- 2.26 Current practice on appeals has seen a drift away from the use of both temporary and personal permissions by Inspectors awaiting the outcome of site provision to be realised. Personal permissions are now favoured due to the continuing uncertainty in provision being achieved in the longer term. It would be expected, therefore, that in the event of an appeal, a personal permission would be the outcome, but expanded to include the dependants also resident at the site and dependant upon the applicant.
- 2.27 The question therefore arises as to what extent the applicant has dependants unable to support or house themselves. The applicant appears responsible for an extended family comprising an elderly relative and children of school age or nearing school leaving age. These circumstances would agree to the broadening of the existing condition to include dependants, given the special circumstances presented. However, if the condition were swept away as sought and the site were to be free from any occupancy condition, the site could then be occupied by other persons and a claim made elsewhere by the applicant for another dwelling on the grounds of the Gypsy family and their very special circumstances again being homeless.
- 2.28 Agricultural occupancy conditions are generally lifted where it can be demonstrated that there is no longer a purpose for providing residential labour on the holding or within the area to work farms. The reduced need has dictated this revision. The case for the provision of Gypsy sites is very different in that there continues to be unmet need. It is not therefore justified to release the site from such constraint and effectively create an open market dwelling type. It would, however, be appropriate to vary the existing condition to accommodate the extended family and thus give the greater security sought for all persons living on the site.

CONSULTATIONS AND REPRESENTATIONS

- 2.29 **Head of Environmental Services:** No adverse comments to make.

SCHEDULE ITEM 2

RECOMMENDATION

- 2.30 It is proposed that this Committee **RESOLVES** to **VARY THE EXISTING CONDITION** substituting the following condition to the deemed approval:-
- 1 This permission shall be for a limited period, being that period during which Mr and Mrs Edward Smith and their dependants occupy the dwelling at Highacre, Central Avenue, Hullbridge. When Mr or Mrs Smith or their dependants cease to occupy the dwelling, whoever shall be the last occupant, the permission hereby granted shall cease and the dwelling shall be removed from the land.

REASON FOR DECISION

The proposal is not considered to cause significant demonstrable harm to any development plan interests, other material considerations, to the character and appearance of the area, to the street scene or residential amenity such as to justify refusing the application; nor to surrounding occupiers in neighbouring streets

Relevant Development Plan Policies and Proposals

R1, R9, HP20 of the Rochford District Replacement Local Plan (Adopted 16th June 2006)

Supplementary Planning Document 2 – Housing Design (January 2007)

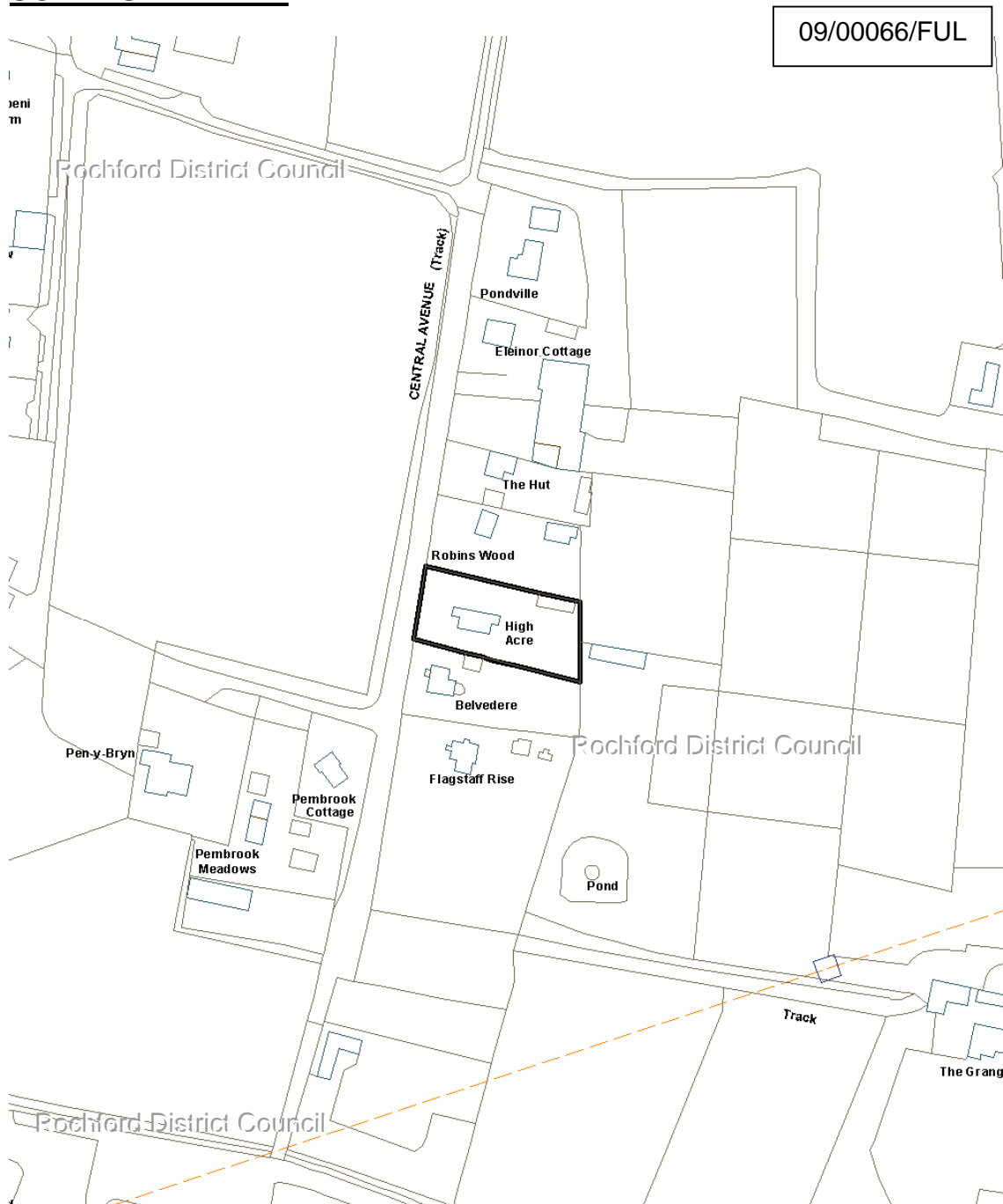
Supplementary Planning Document 5 – Vehicle Parking Standards (January 2007)



Shaun Scrutton
Head of Planning and Transportation

For further information please contact Mike Stranks on (01702) 318092.

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SCHEDULE ITEM 3

TITLE: 09/00047/FUL
DEMOLISH EXISTING BUILDING AND CONSTRUCT TWO
STOREY BUILDING COMPRISING 6 No. ONE BEDROOMED
FLATS WITH PARKING AND AMENITY AREAS TO REAR
36 THE APPROACH RAYLEIGH

APPLICANT: MR PETER SHELTS

ZONING: EXISTING RESIDENTIAL DEVELOPMENT

PARISH: RAYLEIGH TOWN COUNCIL

WARD: GRANGE

PLANNING APPLICATION DETAILS

The Site

- 3.1 This application is to a site on the northern side of The Approach 60m east of the junction with Station Avenue. The site has a frontage of 19.6m and depth on the western side of 40.7m reducing down on the eastern side to a depth of 20.8m.
- 3.2 On the site exists a detached bungalow located predominantly to the western side of the plot. The bungalow has more recently been the subject of some works including replacement windows and the garden area cleared with new fencing to the front part of the side garden area.

The Proposal

- 3.3 The proposal is to provide 6 No. one bedroomed flats in an 'L' shaped building to two storeys with an access through the centre of the front elevation of the building at ground floor with accommodation over and providing a parking and turning area at the rear. The building would have a hipped roofed design to an overall ridge height of 8m with height to eaves of 5.1m. The connecting link between the two wings would have a lower ridge line to a height of 7.2m. The building would have an overall width of 17m presented to the street with a return depth on the western side adjacent No. 38 of 6.5m. The opposite flank adjoining No. 34 would be 13m in depth.
- 3.4 The layout shows provision within the site for 6 No. off street parking spaces grouped at the rear of the building proposed beyond which would be provided an irregularly shaped amenity area.

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- 3.5 The application is accompanied by a protected species survey which found no presence of bats in the main dwelling or suitable out buildings on the site for colonisation by bats. There was no evidence at the time of the survey, 16 January 2009, of the presence of badgers on or near to the site. The rear garden area which was overgrown but including some bramble lacked rough grass or rockeries and basking areas suitable for reptiles.
- 3.6 The application has been the subject of prior discussion with both district and county highways officers in view of the history of the site and more recent appeal decision.

RELEVANT PLANNING HISTORY

Application No. 06/00515/OUT

Outline application to demolish bungalow and construct building to provide 4 No. two bedroomed flats.

Permission refused 15 August 2006

Application No. 06/00980/OUT

Demolish existing bungalow and construct a terrace of 3 No. three storey four bedroomed houses with integral garages.

Permission refused 28 December 2006.

Application No. 06/00981/OUT

Demolish existing bungalow and construct three storey building to provide 2 No. two bedroomed and 4 No. One bedroomed flats with associated car parking.

Permission refused 28 December 2006.

Application No. 07/00157/OUT

Demolish existing dwelling and construct two story building comprising 6 No. one bedroomed flats with access to parking at rear.

Permission refused 17 April 2007.

Application No. 06/00763/OUT

Demolish existing dwelling and construct two storey building comprising 6 No. one bedroomed flats with access to parking at rear.

Permission refused 25 October 2007 for the following reasons:-

1. The proposal represents an over-development of the site failing to achieve adequate private amenity space for the future occupiers of the flats proposed. The proposed private amenity area space of 123 square metres is some 27 metres short of the requirement for the six flats proposed. If allowed, the future residents of the proposed flats would have insufficient space for limited outdoor recreation, outside storage and outside drying proving detrimental to the expectations of amenity that ought reasonably be expected to be enjoyed by those residents.

SCHEDULE ITEM 3

2. The proposed design of the development is unsatisfactory, particularly in respect of the landing area and staircase, which, as a brick built structure, would appear a feature poorly related to the main building proving detrimental to the character and appearance of the area.

- 3.7 An appeal against this decision was dismissed on 28 April 2008.

MATERIAL CONSIDERATIONS

- 3.8 The previously appealed application and the Inspector's decision are a material consideration in this application.

Density

- 3.9 The proposal would re-use urban land in accord with Government guidance.
- 3.10 The site has an area of 0.06ha. The development would by itself, equate to a density of 100 dwellings per hectare.
- 3.11 A typical area of one hectare including the site and the existing dwelling has an existing density of 33 dwellings within this sample area. The proposal would increase this sample area to 38 dwellings per hectare.
- 3.12 Policy HP3 to the Council's adopted Local Plan (2006) seeks a density within the range of between 30-50 dwellings per hectare and which arose in part from the previous advice contained within Planning Policy Guidance Note No 3: Housing. That advice was revised in November 2006 by Planning Policy Statement No. 3 Housing which no longer states an upper limit to density provided the development respects the character of an area.
- 3.13 The Approach has seen in recent history a number of flatted schemes. Allowed on appeal and built are flatted developments at No. 14 and a larger scheme at the end of The Approach at the junction made with Landsdowne Drive. A scheme for the current application site and No.1 The Approach have been recently dismissed on Appeal.
- 3.14 The location has flatted developments. This general form of development is appropriate to the location, as evidenced in the schemes approved. In dismissing the previous appeal on the current application site, the Inspector concluded that the general form of the building reflected the character of other houses and flats in The Approach. The overall density of the scheme proposed can be considered acceptable if the proposal would not effectively over-develop the site by providing an amenity area that would be considered unusable and/or fail other detailed considerations which help ascertain the degree of fit between the development and the site constraints.

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Impact of Traffic and Communal Areas Upon the Amenities of Surrounding Dwellings

- 3.15 The site fronts onto a road serving a wider residential area and is opposite Rayleigh main line railway station. Against this backdrop of activity the additional traffic arising from the more intense use of the site would not be discernable.
- 3.16 To the rear of the site exists a garage block off Glebe Drive and adjoining the existing rear garden areas of adjoining dwellings. The proposed provision of parking to the rear of the building has not been a factor in previous decisions and did not attract comment from the previous Inspector. The layout providing parking behind the building proposed would not give rise to significant traffic disturbance in conflict with part (i) to Policy HP11.
- 3.17 The proposed amenity area beyond the car park and backing onto adjoining gardens and the storage area immediately to the rear of the building proposed would not conflict with part (ii) to Policy HP11.

Compatibility of the Proposed Building with the Site Surroundings

- 3.18 The hipped roofed design and overall height of the building proposed would not be out of scale or prove incompatible with surrounding dwellings. The current application does not include the external stair feature that previously attracted objection and which was a feature the Inspector also agreed to be unacceptable.
- 3.19 The shorter western flank would face onto windows to the side of the adjoining house at No. 38 The Approach. The deeper eastern flank would face onto No. 34 which, although extending to the site boundary, has no side windows. This flank elevation would only extend 1.6m beyond the rear wall of this neighbouring dwelling and would achieve a satisfactory relationship in terms of depth and massing. The proposal would not therefore conflict with Part (iii) to Policy HP11.

Accessibility

- 3.20 The site is directly opposite a main line railway station and is at a reasonable distance from the Rayleigh town centre. No objection was previously raised by the County Highway Authority at the provision of one car parking space for each flat proposed.
- 3.21 The development would provide a satisfactory means of access. This arrangement was not previously objected to by the County Highway Authority and the particular parking layout now proposed follows County officer advice.

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Privacy Issues

- 3.22 The dwellings backing onto the site are not directly opposing the rear elevation and would be set at an angle less than ninety degrees to the rear elevation of the building proposed. In these circumstances the Essex Design Guide states the normal distance of 35m between windows to maintain reasonable privacy can be reduced. The distances that would be achieved would be in the range between 23 – 33m but, in the circumstances of the angled siting between resultant windows, it is considered that satisfactory conditions of privacy will be retained with dwellings at the rear of the site.
- 3.23 The eastern flank windows would face no windows to the side of No. 34 The Approach.
- 3.24 Unlike the previous application the current proposal would provide a second window to the first floor living room. As this room would receive natural light from a window to the rear elevation it would be acceptable to require this side window to be obscure glazed by a condition to any approval that might be given.
- 3.25 The previous application considered by the Inspector did not feature windows to the flank of the eastern side return. In the current application windows to a bedroom and the lounge living area to the rearmost upper floor flat feature to this extending wall which would look into the site and towards windows to the neighbouring dwelling, No. 38 The Approach. Whilst the window to the living area receives alternative light from a further window to the rear elevation and could be obscure glazed, that to the bedroom would be the only light source and would be a distance of some 14.2m and less than half the distance of 35m normally considered acceptable to maintain privacy between directly opposing windows. It would not make for an attractive internal living environment to this bedroom to overcome this problem by seeking to obscure glaze this window. As a result it is considered that unreasonable overlooking would result upon the neighbours to the site at No. 38 The Approach.

Amenity Space

- 3.26 The submitted application shows a private amenity space of 182 square metres and some 32 square metres in excess of the requirement for the six flats proposed. The previous application dismissed on appeal was assessed by officers to be some 27 square metres short of the Council's minimum requirements.
- 3.27 In dismissing the previous appeal the Inspector also relied upon the front garden amenity areas and disagreed with the Council's conclusions that the area then before him was under size.

SCHEDULE ITEM 3

- 3.28 The Inspector largely dismissed the appeal on the awkward tapering shape of the amenity area, together with the effect of reducing the usability of those parts adjoining and contained by the parking area, as well as being overlooked by ground floor flat windows which, together, greatly reduced the usefulness of that area then proposed in the previous scheme. The Inspector concluded that the scheme then before him had failed to take into account the site shape and that such a failing was indicative of too many units being proposed for a site constrained in this way. The Inspector anticipated that a building of reduced footprint and less units would ease this problem and achieve a consequent layout better related to the flats.
- 3.29 The current application has taken into account these concerns and does have an increased central area of garden but the site still tapers and cannot be altered in shape. The Inspector gave weight to the effect of this taper, particularly upon the last metre of depth which he described as of no beneficial use. The Inspector also gave weight to the limiting effect of the skewing boundary, which he described as severely limiting the useable area.
- 3.30 The current layout, although greatly improving on the overall size, does not make change to the relationships to the parking area and overlooking issue from the flats. The amenity space provision to the previous layout was described by the Inspector as being 'left over' and this can essentially describe the current provision within the proposed layout. The current application has not re-visited the issue of unit numbers or shape of the building, as recommended by the Inspector.
- 3.31 The current layout does not rely on a small area previously between the building and car park. The amenity space in the current application does still closely adjoin the car parking area and which, although common to most schemes, was a particular failing given weight by the Inspector and which in this scheme has the effect of lessening the value and usability of that space closely adjoining the parking areas, as well as that it is also overlooked closely adjoining the flats to the west.
- 3.32 The surplus of some 32 square metres within the currently proposed layout in some ways softens the harm previously given weight by the Inspector, nonetheless the limited usability so criticised by the previous Inspector and inherent in that layout is almost equally applicable to this current application.
- 3.33 In this current scheme, the depth of the car parking areas is reduced to increase the amenity area available as one area. An area of some 39 square metres would be contained by the car parking spaces to the east and subject to immediate overlooking, as previously, from ground floor windows to the flats proposed. Officers thus consider that the Inspector's previous criticism on the usefulness of the amenity area layout in relation to the development has not been fully overcome such that the application can be approved.

SCHEDULE ITEM 3

CONSULTATIONS AND REPRESENTATIONS

- 3.34 **Environment Agency:** The proposal falls outside the scope of matters on which the agency is a statutory consultee and therefore has no comment to make.
- 3.35 **Natural England:** No objection.
- 3.36 **Woodlands Section:** All ecological considerations covered in full. No comments to make with regard to trees on the site.
- 3.37 One letter has so far been received in response to the public consultation and which makes in the main, the following comments and objections:-
- The parking to the rear of the building will cause noise and pollution whilst enjoying garden
 - The parking area proposed will give easy access to anyone wishing to commit offence to property at the rear of the development
 - Over-development
 - Overlooking
 - Design not in keeping with surrounding properties
 - Money making exercise without consideration for quality of life for residents
 - Precedent

RECOMMENDATION

- 3.38 It is considered that the Committee resolves to **REFUSE** this application for the following reasons:-
- 1 The proposal, by way of the first floor side bedroom window to the west facing rear projection, would result in an unreasonable loss of privacy to the directly opposing windows to the flank elevation of the neighbouring dwelling No. 38 The Approach. If allowed, the proposal would give rise to a loss of privacy detrimental to the amenity the adjoining occupiers of the site ought reasonably expect to enjoy.

SCHEDULE ITEM 3

- 2 The proposal would represent an over-development of the site resulting in a building of too great a footprint and too many units for the unusually shaped site resulting in limited usability of the proposed amenity area by way of the skewing and narrowing rear site boundary alignment for the resulting amenity area and close proximity to adjoining parking areas and ground floor flat windows. If allowed, the proposed layout would provide an amenity area that, whilst ordinarily of sufficient size, in this case would have limitations caused by disturbance from the car parking area immediately adjoining and loss of privacy and limitations in the remaining area as a result of the narrowing site depth. This would provide inadequate useable space to serve the number of households it would be intended to support and would prove detrimental to the amenity future residents of the development proposed ought reasonably expect to enjoy.

Relevant Development Plan Policies and Proposals

Rochford District Replacement Local Plan (Adopted 16th June 2006)
HP3, HP6, HP11.

Supplementary Planning Document 2 – Housing Design (January 2007)

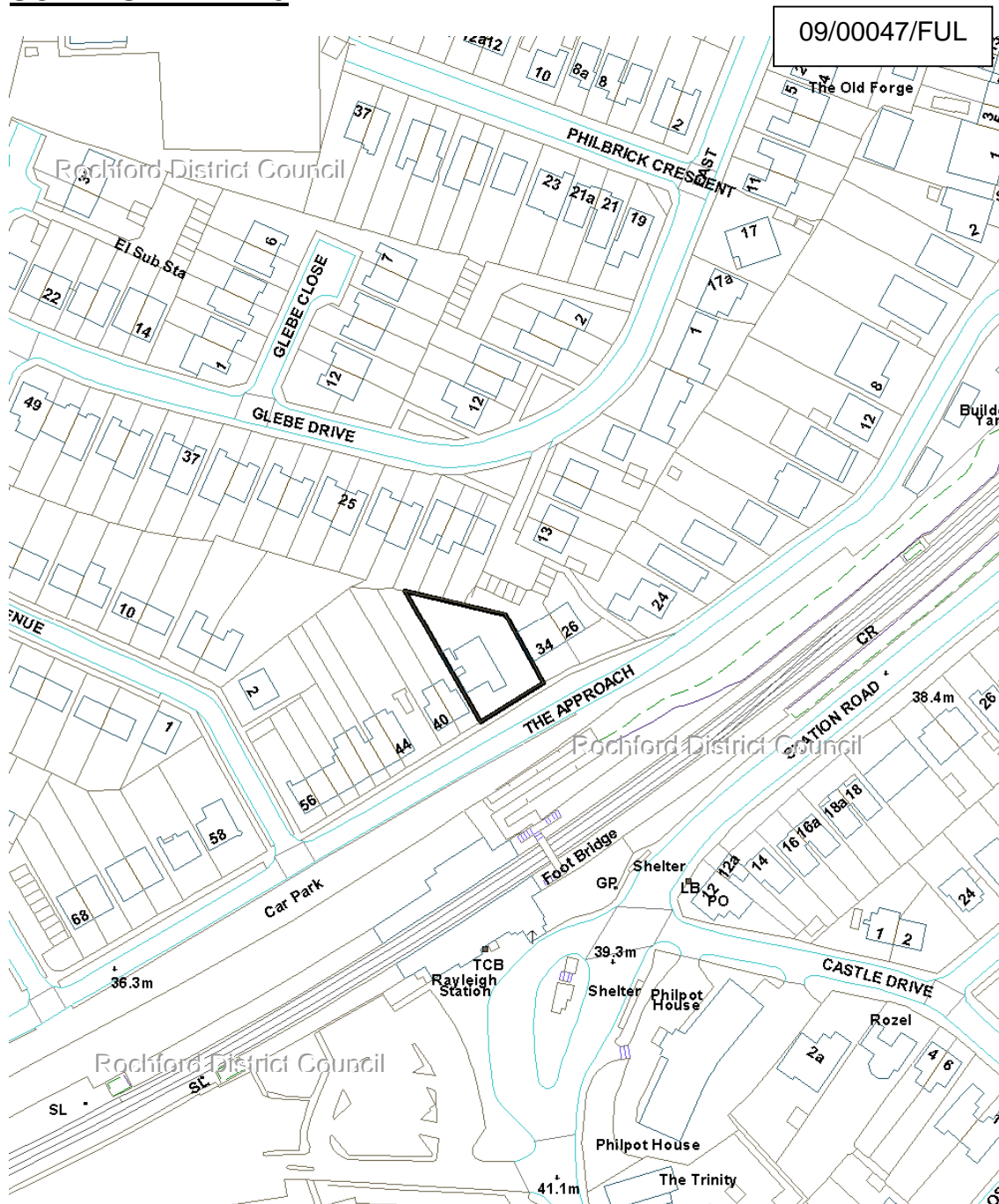
Supplementary Planning Document 5 – Vehicle Parking Standards
(January 2007)



Shaun Scrutton
Head of Planning and Transportation

For further information please contact Mike Stranks on (01702) 318092.

SCHEDULE ITEM 3



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SCHEDULE ITEM 4

**TITLE: 09/00056/FUL
DEMOLISH EXISTING DWELLING (No. 93) AND
CONSTRUCT 4 No. FOUR BEDROOMED AND 1 No. FIVE
BEDROOMED DETACHED HOUSES AND TWO DETACHED
GARAGES WITH ACCESSES FROM GREENSWARD LANE
AND HAMPSTEAD GARDENS
93 GREENSWARD LANE HOCKLEY**

APPLICANT: K W JONES AND SONS (RAYLEIGH) LTD

ZONING: EXISTING RESIDENTIAL DEVELOPMENT

PARISH: HOCKLEY

WARD: HOCKLEY NORTH

PLANNING APPLICATION DETAILS

The Site

- 4.1 This application is to a site on the northern side of Greensward Lane formed from the site of Nos. 93 and 95 Greensward Lane and which extend back to the turning head of Hampstead Gardens at the rear of the site. The site comprises a dwelling and gardens and a larger area of land backing onto Hampstead Gardens.

The Proposal

- 4.2 Planning permission is sought to demolish the existing dwelling No. 93 Greensward Lane as part of a site that includes the rear part of the garden to No. 95 Greensward Lane.
- 4.3 The proposal would construct two detached four bedroomed houses with integral garages and independent access to each plot from Greensward Lane.
- 4.4 The proposal would also construct one five bedroomed detached house with integral garage and two four bedroomed detached houses with detached pitched roofed garages on land to the rear of the site fronting onto Hampstead Gardens and served from a private drive off the existing turning head. The five bedroomed house to plot 2 is shown handed to the arrangement on the site plan.
- 4.5 The houses would be finished in a multi - red brickwork and painted render with dark brown concrete roof tiles. The windows and doors would be in white UPVC. The block paving areas would be in a red/brown colour.

SCHEDULE ITEM 4

- 4.6 The proposal is accompanied by a protected species survey of the site and the building to be demolished. The proposal is accompanied by an arboricultural report.

RELEVANT PLANNING HISTORY

Application No. 08/00348/FUL

Demolish existing dwelling and construct 4 No. Four bedroomed and 1 No. Five bedroomed detached houses and two detached garages with accesses from Greensward Lane and Hampstead Gardens.

Permission Refused 22 July 2008 for the following reason:-

1. The Local Planning Authority considers that there is reasonable likelihood of the presence of protected species on the site given the condition and site coverage of part of the site and the views expressed in response to consultation of the application. No information has been provided to ascertain the presence or otherwise of protected species other than bats on the site and the consequent effects of the development upon any species that might be present. The Local Planning Authority is therefore unable to give proper consideration to this issue and consider any mitigation or otherwise that might be required.

MATERIAL CONSIDERATIONS

Density

- 4.7 The site has an area of 0.23ha. The development proposed would equate to a density of 21.7 units per hectare and below the minimum of 30-50 dwellings per hectare required by Policy HP3 to the Council's adopted Local Plan (2006).
- 4.8 Hampstead Gardens comprises detached dwellings set within good sized plots. The frontage to Greensward Lane is more varied in mix of dwellings but, by way of comparison, a typical sample area including the site has an existing density of 21 units per hectare.
- 4.9 The character of the area derives to a significant extent from the one and two storey form of mixed dwellings and particularly houses immediately adjoining the site. The layout proposed would complete both the Greensward Lane and Hampstead Gardens frontages.

SCHEDULE ITEM 4

- 4.10 The plots each achieve frontages at the face of each building a metre or so wider than the Council's minimum frontage for detached dwellings, albeit that the actual frontage of the site is more narrow, particularly in Hampstead Gardens. The garden areas range between 108 square metres and 163 square metres in comparison with the minimum 100 square metres required. The dwellings would be sited an appropriate distance in excess of the 25m back to back distance set down in the Essex Design Guide to maintain privacy between dwellings.
- 4.11 Advice contained at paragraph 50 to PPS3 Housing (2006) clearly states that the prevailing density of an area should not dictate that of new housing and that densities below 30 dwellings per hectare would require special justification.
- 4.12 An alternative higher density layout to achieve an additional 9 units would be likely to favour a three storey and flatted building. Given the constraints of the site shape, likely overlooking issues and strong character of the area, the form and density of development proposed would seem the most appropriate and effective use of this particular site.

Relationship to Surroundings

- 4.13 All the dwellings proposed would be sited in such a way as to complete the frontage in the row of dwellings to each street. They would be positioned between existing dwellings and would be finished in brickwork and render with tiled roofs. The overall design of the houses proposed feature hipped roofs. Although those dwellings in Hampstead Gardens are strongly gabled the designs proposed would be more interesting and not out of place in a wider urban setting.
- 4.14 The handed siting of plot 2 presents no practical difficulties in the relationship to dwellings outside of the site boundary but would require the revision to the layout of the block paved area to the front of the group of dwellings to plots 2 and 3 in particular.
- 4.15 The houses proposed to Greensward Lane would be in the region of between 0.22m and 0.52m lower than that to No. 91 Greensward Lane. The same houses would be typically 1.99m and 1.69m higher than the adjoining chalet at No. 95 Greensward Lane. The houses proposed to plots 1 and 2 and to the rear of the site in Hampstead Gardens would be some 1.84m higher than the house to No. 12 Hampstead Gardens adjoining the site. The house to plot 3 would be some 1.72m higher than the house at No. 4 Hampstead Gardens. However, given the hipped roof form of the dwellings proposed, they would be to a more comparable eaves height and would not excessively over dominate or overshadow these neighbouring dwellings.

SCHEDULE ITEM 4

- 4.16 The internal layout of the houses proposed would provide for bathroom windows at first floor that could satisfactorily be obscure glazed by a condition to any approval that might be given. The remaining rooms would be served from windows to either front or rear elevations. No adverse loss of privacy between existing and proposed occupiers would arise.

Accessibility and Highway Considerations

- 4.17 The site is located 0.5km from Hockley main line railway station and within 1km of the Hockley town centre. The site is located within an urban area well served by public transport and close to services.
- 4.18 The two detached houses to front Greensward Lane would have satisfactory forecourts with room to exit the site and leave in forward gear. At least one garage and parking space per dwelling would be achieved and accord with the Council's parking standard for locations enjoying reasonable access to services and alternative public transport.
- 4.19 The three dwellings to the rear of the site fronting Hampstead Gardens would take access from a central point leading to double garages to the front garden areas of plots 1 and 3 and an integral garage to plot 2. As well as the handing of plot 2, the proposed layout shows some widths to the circulation paths between plots 2 and 3 to be relatively narrow at 2.5m. In District officers' opinion this could result in some difficulties for the free movement of traffic within the frontage area to these two plots given the relatively narrow width of the driveways and forecourt parking possibilities. This matter has not been raised by the County Highway Authority. The site frontage is, however, very generous. There is ample room to revise the layout of this area to widen the access way and overcome the handing arrangement of the dwelling to plot 2 in relation to the layout shown to the front driveway area. This matter can be overcome with a revised layout as a condition to any approval that might be given. The net effect would be an increase in hard surface area but the frontage areas are generous in size and the result would retain sufficient soft landscaping areas and would not detract from the character and appearance of the street.

Tree Issues

- 4.20 The application is accompanied by an Arboricultural Assessment that concludes that whilst many of the trees on the site are healthy and would be required to be removed, it would be preferred to see suitable re-planting. The Council's Arboriculturalist agrees with this view and that there are no trees on the site worthy of preservation or retention. The proposal would not therefore conflict with Policy NR3 to the Council's adopted Local Plan (2006).

SCHEDULE ITEM 4

Ecological Issues

- 4.21 Although Natural England raised no objection to the previous application proposal, both Essex Wildlife Trust and the Council's ecologist were critical that the previous application was not supported by an ecological assessment to allow the Council to give proper consideration to the presence of protected species prior to formal consideration of the application. Neighbours to the site also raised the question of the presence of protected species on the site.
- 4.22 A consultant for the applicant surveyed the building to be demolished and the site in January this year and found the building to be unsuitable for the colonisation by bats due to the presence of dust and cobwebs and the tight seal along the building eaves. No evidence of bats was found to the building or amongst the vegetation on the site. It is, however, likely that bats from nearby roosts do forage on the site and in nearby gardens and that activity will continue after any building work has been completed.
- 4.23 The survey area was extended 30 metres from the site boundary and investigated for evidence such as hair, paths or footprints. Evidence of digging was found to the embankment to the swimming pool on the site. The odour is described to be indicative of foxes. There was no evidence of digging in neighbouring gardens, latrines or well worn paths within the site boundaries leading to the conclusion that there is no presence of badgers at the site or in those visible areas of adjoining gardens.
- 4.24 The site, whilst laid to lawn at the time of the site visit, lacked areas of rough grass or rockeries that might be attractive to basking by reptiles. The further presence of ivy clad trees and bramble is considered to make the site unsuitable for reptile species.
- 4.25 The Council's ecologist is satisfied with the method and results of the survey undertaken to establish the presence of protected species and no longer has an objection to raise to the proposal. Officers consider that the previous concerns have now been overcome.

CONSULTATIONS AND REPRESENTATIONS

- 4.26 **Hockley Parish Council:** Object to this application on the basis of being over-developed and cramped development at an already congested part of a busy road, will lead to an increase in traffic movements on Greensward Lane and possible congestion at the 'hammerhead' end of Hampstead Gardens, a road that continually has complaints about entrances being blocked by cars.
- 4.27 **Essex County Council Highway Authority:** No objection, subject to the following conditions to any approval that might be given:-

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1. A visibility splay of 2.4m x site maximum
2. 1.5m x 1.5m pedestrian visibility splays
3. Prior to any works commencing on the site the applicant shall indicate in writing to the Local Planning Authority the means by which the wheels of vehicles leaving the site shall be cleansed.
4. Prior to the commencement of works on site the applicant shall indicate in writing to the Local Planning Authority an area within the curtilage of the site for the parking of operatives' vehicles and the reception and storage of building materials clear of the highway.
5. Driveways shall be constructed and completed in bound materials.
6. Space for parking and turning facilities in each plot fronting Greensward Lane so laid out as to permit a vehicle to enter and leave the highway in forward gear after no more than three gear changes.
7. All works within the highway to be laid out, constructed, and completed to the satisfaction of the Area Highway Manager South.
8. Prior to the beneficial use of the development commencing the proposed vehicular crossing to the rear shall be extended and upgraded to current specifications as approved by the Area Highway Manager South.
9. Prior to the beneficial use of the development commencing the footway in Greensward Lane shall be amended to a vehicle crossing to permit access by a vehicle over it into the site.

4.28 **Natural England:** No objections.

4.29 **Woodlands and Ecological Section:** Agree with the report published by Essex Arboricultural Consulting Ltd. State that there are no trees worthy of preservation order or retention via planning conditions. Recommend the planting scheme and method statement is part of conditions of planning consent, if permitted.

4.30 The ecological report covers the potential areas of conflict with sufficient detail. No ecological concerns. No further works required.

4.31 **Head of Environmental Services:** No adverse comments in respect of this application, subject to the Standard Informative SI16 (Control of Nuisances) being attached to any consent granted.

4.32 Seven letters have been received in response to the public notification and which in the main make the following comments and objections:-

- Over-development. Circumstances have changed since the original layout intended the construction of three additional dwellings in Hampstead Gardens.
- If allowed, will open the floodgates for previous and further unwanted development which would spoil the area Greensward Lane and be a danger to this busy road which is so near to Greensward College .

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- The three dwellings onto Hampstead Gardens are being squeezed into a site only suitable for two.
- Already a Garden infill at 66-68 Greensward Lane and others to the rear of 29-31 Broadlands Road and in very close locations.
- Loss of privacy/overlooking.
- Traffic generation/additional access from the creation of further households and affecting all residents of Hampstead Gardens.
- Too close to boundary.
- Design not in keeping with the rest of Hampstead Gardens. The smart appearance of the street which was built at the same time will be spoiled by three odd houses and will detract from the value of current houses.
- Loss of trees/vegetation
- Protection of wildlife.
- Devaluation of property.
- Concerned about the road use of building vehicles, equipment and materials during construction.
- During weekdays problems with station commuters, student and staff parking from adjacent school. Parents at school collection time from 2.30 onwards. Dustbins are now collected early to avoid this.
- Parking, request weekday no parking zone from 2.30 - 4.00pm.
- Concern that the site includes possible additional land not within the applicant's control.
- Concern at loss of land and parking which provides a natural soakaway and naturally draining land and that if developer connects to existing drainage this is already over burdened.
- Concern that additional foul water from the development has not been properly assessed.
- Concern that two spaces per dwelling will not be achieved and Hampstead Gardens will be subject to overspill parking.
- Application is not materially different to the previous application and all previous objections are still valid.
- This application was previously described as an over-development by Rochford District Council in 2008 and see no reason why it should be considered otherwise now.
- State badger activity continues in the area of Hampstead Gardens as digging under fences occurs regularly.
- Loss of on street parking.
- Proposal is described as 93 – 95 Greensward Lane so surely the development should be accessed from Greensward Lane and not partly from Hampstead Gardens.
- Already two houses that have been on the market in Hampstead Gardens for two years even after drastic price reductions and a third withdrawn from the market due to lack of interest. If the housing market is in such a state of decline why is it proposed that more large family homes are built?
- Site has now been cleared of plants and shrubs and presumably any wildlife.

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- Suggested parking restrictions will cause chaos for Greensward Lane and the adjoining Academy.
- Proposal would cause a run through between Greensward Lane and Hampstead Gardens for dropping off school children.
- No doubt development on some scale will happen but something smaller and more able to be absorbed into the current street would be more appropriate.

Comments included in the above and in support:-

- An excellent in-fill proposal, a well designed application.

RECOMMENDATION

- 4.33 It is proposed that the Committee **RESOLVES** to **APPROVE** this application, subject to the following conditions:-
- 1 SC4B – Time limits full standard
 - 2 SC14 – Materials to be used (Externally)
 - 3 SC20 – PD Restricted Dormers
 - 4 SC22 – PD Restricted – windows (First floor)
 - 5 SC23 – PD Restricted – Obscure Glazing
 - 6 SC59 – Landscape Design – Details (Full)
 - 7 Notwithstanding the submitted plans hereby approved the applicant shall prior to the commencement of the development submit revised details for the layout and vehicle manoeuvring area for the site frontage to plots 2 and 3. The development shall be implemented in accordance with such revised layout details as may be agreed by the Local Planning Authority.
 - 8 Prior to the first occupation of the dwellings hereby approved a visibility splay of 2.4m x site maximum to the proposed vehicle accesses and as measured from the carriageway edge shall be provided with no obstruction over 600mm above the level of the adjacent carriageway.
 - 9 Prior to the first occupation of the dwellings hereby approved there shall be provided 1.5m x 1.5m pedestrian visibility splays to both sides of the vehicular accesses at the rear of the highway boundary.
 - 10 Prior to any works commencing on the site the applicant shall indicate in writing to the Local Planning Authority the means by which the wheels of vehicles leaving the site shall be cleansed. The development shall be implemented in accordance with such details as may be agreed by the Local Planning Authority.

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- 11 Prior to the commencement of works on site the applicant shall indicate in writing to the Local Planning Authority an area within the curtilage of the site for the parking of operatives' vehicles and the reception and storage of building materials clear of the highway. The development shall be implemented in accordance with such details as may be agreed by the Local Planning Authority.
- 12 Prior to the first occupation of the dwellings hereby approved the driveways shall be constructed and completed in bound and porous materials.
- 13 Prior to the beneficial use of the development commencing the proposed vehicular crossing to the rear of the site and fronting onto Hampstead Gardens shall be extended and upgraded to current specifications as approved by the Area Highway Manager South.
- 14 Prior to the beneficial use of the development commencing the footway in Greensward Lane shall be amended to a vehicle crossing to permit access by a vehicle over it into the site.
- 15 The development shall be implemented in accordance with the proposed solutions to mitigate damage to the trees to be retained on the site as set out at section 2.6 and tree protection measures as set out at Appendix 3 to the Arboricultural Report by Essex ARB Consulting Ltd and dated 27 May 2008 submitted in support of the development hereby approved.
- 16 The details required to be submitted for the landscaping of the development and by condition 6 above shall include the re-planting options set out at section 2.7 and Appendix 5 to the Arboricultural Report by Essex ARB Consulting Ltd and dated 27 May 2008 submitted in support of the development hereby approved.

REASON FOR DECISION

The proposal is not considered to cause significant demonstrable harm to any development plan interests, other material considerations, to the character and appearance of the area, to the street scene or residential amenity such as to justify refusing the application; nor to surrounding occupiers in neighbouring streets

Relevant Development Plan Policies and Proposals

HP3,HP6, NR3, NR9 of the Rochford District Replacement Local Plan (Adopted 16th June 2006)

Supplementary Planning Document 2 – Housing Design (January 2007)

Supplementary Planning Document 5 – Vehicle Parking Standards (January 2007)

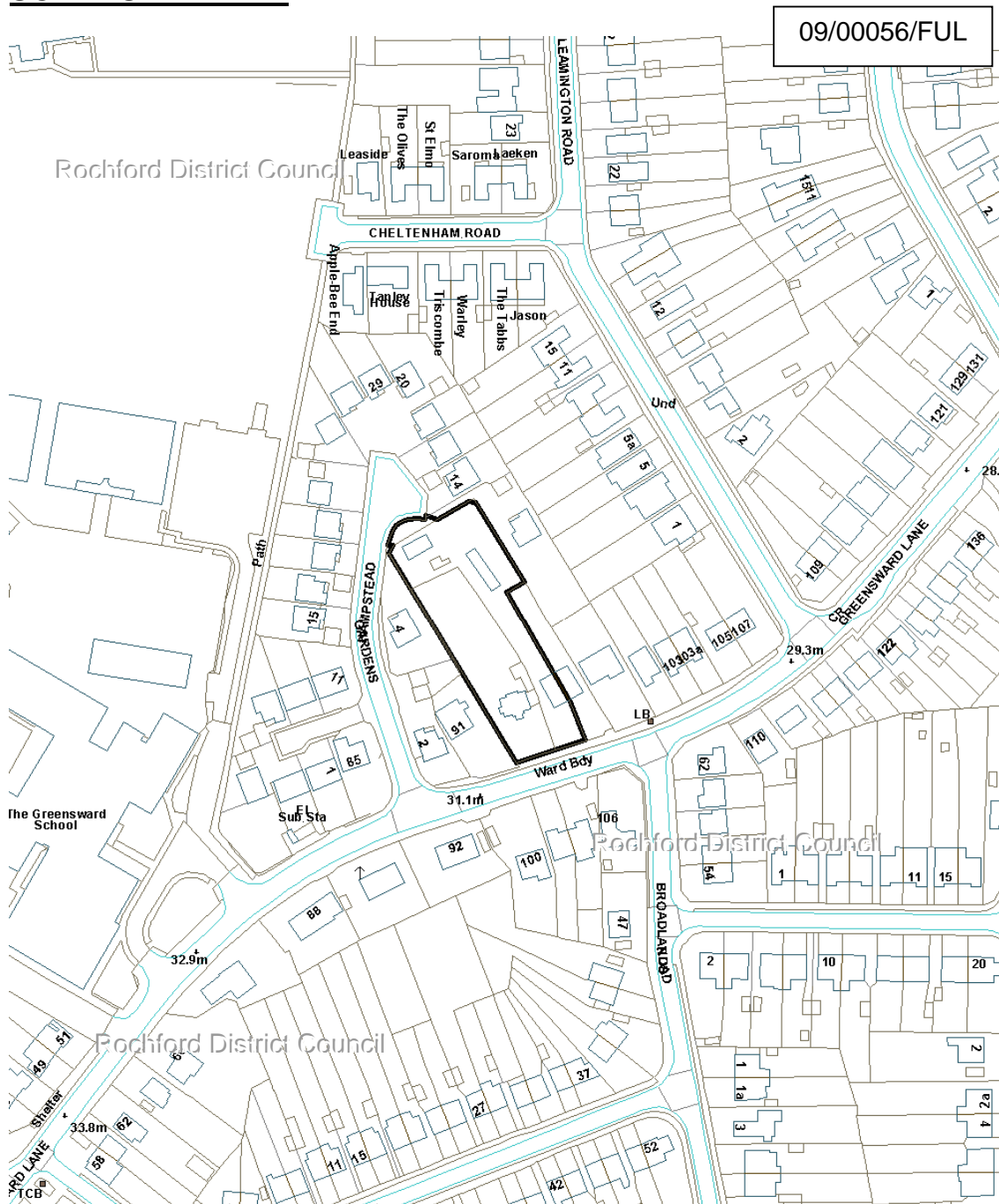
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A handwritten signature in black ink, appearing to read 'Shaun Scrutton'.

Shaun Scrutton
Head of Planning and Transportation

For further information please contact Mike Stranks on (01702) 318092.

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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.**