



**Rochford District
Council**

**SCHEDULE OF PLANNING APPLICATIONS TO BE CONSIDERED BY
DEVELOPMENT CONTROL COMMITTEE - 22 May 2008**

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.

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Ward Members For Committee Items

FOULNESS AND GREAT WAKERING

Cllr T E Goodwin

Cllr C G Seagers

Cllr Mrs B J Wilkins

HULLBRIDGE

Cllr Mrs R Brown

Cllr Mrs L A Butcher

Cllr P R Robinson

ROCHFORD

Cllr J P Cottis

Cllr K J Gordon

Cllr Mrs G A Lucas-Gill



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REFERRED ITEM

| | | | |
|----|--|------------------|--------|
| R1 | 08/00244/FUL Construct Three Storey Building Containing 4 no. Two Bedroomed and 2 no. One Bedroomed Flats with Parking, Amenity Area, Cycle and Bin Store 254 High Street Great Wakering | Mr John Whitlock | PAGE 4 |
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SCHEDULE ITEMS

| | | | |
|---|--|-------------------|---------|
| 2 | 08/00287/FUL Two Storey Pitched Roofed Building With Rooms in the Roof space Incorporating Pitched Roofed Dormers to Provide Nine Two Bedroomed Flats With Access off Locks Hill and Parking Area. Land Rear Of 26 South Street Rochford | Mr Mike Stranks | PAGE 11 |
| 3 | 08/00241/FUL Revised Application For Single Storey Pitched Roofed Building to Provide Administration and Training Centre for Disability Essex. Construct Driveway and Parking Areas, Widen Pedestrian and Vehicular Access. Land Rear Of 28 - 32 Rocheway Rochford | Mr Mike Stranks | PAGE 20 |
| 4 | 08/00198/FUL Demolish Existing Dwelling and Construct Three Storey Building Comprising 9 No. Age Restricted Flats With Associated Parking, Amenity Areas and Bin Store. 299 Ferry Road Hullbridge | Mr Mike Stranks | PAGE 29 |
| 5 | 08/00323/FUL Single Storey Front Extension with Pitched Roof and Oak Framed Porch 2 Wedds Way Great Wakering | Mrs Monica Palmer | PAGE 38 |



REFERRED ITEM R1

**TITLE: 08/00244/FUL
CONSTRUCT THREE STOREY BUILDING CONTAINING 4
NO. TWO BEDROOMED AND 2 NO. ONE BEDROOMED
FLATS WITH PARKING, AMENITY AREA, CYCLE AND BIN
STORE
254 HIGH STREET GREAT WAKERING**

APPLICANT: MR C HIGGINS

ZONING: RESIDENTIAL

PARISH: FOULNESS AND GREAT WAKERING

WARD:

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

This application was included in Weekly List no. 929 requiring notification of referrals to the Head of Planning and Transportation by 1.00 pm on 6 May 2008, with any applications being referred to this meeting of the Committee. The item was referred by Cllr C G Seagers.

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

NOTES

- 1.1 This application relates to a vacant site on the north side of High Street, Gt. Wakering, previously occupied by a chalet, on the west side of the entrance to the Sports Centre.
- 1.2 Planning permission is sought to erect a 2.5 storey block of 6 flats with parking, amenity space and cycle and bin stores. The 4 flats on the ground and first floor are 2 bedroomed, whilst the 2 in the roof space are one bedroomed. An amenity area of about 175 sq. m. is proposed at the rear of the site. Eight car parking spaces are proposed, with 6 immediately behind the building, accessed by a driveway on the east side, and 2 in front parallel to the highway. All vehicle access is to be via a new pavement crossing a short distance west of the sports centre access. The refuse and cycle stores are located in the rear north-west corner of the site adjacent to the amenity area.



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- 1.3 As far as the planning history of the site is concerned, application no. 03/1041/FUL for 5 flats was refused due to the scale of the proposed building and its roof scape and dormers being over-dominant in the street scene. It was also considered that the rear balcony would lead to an unacceptable level of overlooking and that the vehicular access, being adjacent to number 256 (the west side) would lead to an unacceptable loss of amenity to that property.
- 1.4 A revised scheme (04/00134/FUL) also for 5 flats, with the access moved to the east side of the site, the bulk of the roof reduced and the rear balcony removed was approved on 20 April 2004, subject to conditions including turning the parking spaces in the front garden through 90 degrees so that vehicles could leave the site in a forward gear. The approved scheme had 2 x 2 bedroomed flats on the ground and first floor and a one bedroom unit in the roof.
- 1.5 The main considerations are:-
1. The design of the scheme;
 2. Adequacy of car and cycle parking;
 3. Adequacy of amenity area;
 4. Refuse storage/collection;
 5. Effect on neighbours.
- 1.6 1. The design and pitch of the roof has been materially altered from the previously refused scheme, so that it no longer resembles a mansard type, but is closer to that approved under application No. 04/134. The application differs from the approved scheme in that the roof pitch is now 50 degrees as opposed to 45 degrees, and there is no gable to the front elevation. However, 2 one bedroomed units are now proposed in the roofspace as opposed to one. The second floor accommodation is contained within the roof outline, apart from a dormer on the west side housing the landing to the staircase. The dormer is somewhat larger and of poorer design compared to the previous one, however, but in view of its position on the side, may be considered acceptable. There are also roof lights on the east side of the roof and on the front and rear elevations and a Juliet balcony on the rear at first floor level on the side adjacent to the sports centre access.



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- 1.7
2. With 8 parking spaces being provided for 6 flats, the ratio is 1.3 spaces per unit. The standard for main urban areas is 1 space per dwelling and urban locations with poor off-peak public transport services require 2 spaces per dwelling. Gt. Wakering is not a main urban area and off peak bus services are not good, finishing at 2030 hours. The approved scheme for 5 X 2 bed flats had the same number of spaces and although the number of flats has increased by one, the number of bedrooms is the same. The second refusal reason for the previous application referred to the parking arrangements being "inadequate, cramped and poorly laid out" but no reference was made to the number of parking spaces being deficient as such. If the area is considered to have poor off-peak bus services, the requirement is for 12 parking spaces and the proposal is 4 spaces short, but these are maximum standards. The level of provision is close to the 1.5 spaces sought on major schemes.
- 1.8
- Regarding the location of the parking, it is considered that it would be better located at the rear of the site and not adjacent to the living accommodation. Highways consider, however, that this would give too long an access without a passing place, and could not support this arrangement. The current layout is nevertheless the same as on the previously approved scheme, except that the 2 spaces in front of the building have been turned through 90 degrees as requested by the Highways department.
- 1.9
- Six cycle parking spaces are proposed, with the adopted standard being 2 for the 2 bedroom flats and 1 for the one bedroom. This would require 10 spaces, so there is a shortfall of 4 spaces and this is a minimum standard. The siting of the cycle store at the rear of the amenity area is somewhat remote from the dwellings and must be accessed through the car park.
- 1.10
3. As stated above, approximately 175 sq. metres of amenity space is proposed and to comply with the standard, 6 flats would require 150 sq. m. There is therefore provision in excess of the standard, and the adjacent open space and sports centre to the rear are also available to residents.
- 1.11
4. The bin store is also sited at the back of the amenity area, being remote from the dwellings and beyond the maximum 25 metre carry distance for refuse collection. A management plan needs to be devised for refuse collection and storage, and the latter could increase with the introduction of new recycling arrangements and the provision of 3 bins per household. No refuse arrangements were included on the previously approved application, however, nor required by condition.
- 1.12
5. Eleven objections have been received from neighbours on the following grounds:-



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- i. Overdevelopment of site;
- ii. Flats out of character and no 3 storey in vicinity;
- iii. Inadequate parking;
- iv. Dangerous access next to Sports Centre - sight lines infringed;
- v. Overlooking and loss of privacy;
- vi. Noise and fumes from car park;
- vii. Located at pinch point in High Street near pub;
- viii. Building line infringed;
- ix. Unattractive design;
- x. Inadequate refuse storage/collection arrangements;
- xi. Side dormer too big/poor design;
- xii. Possible lighting pollution/nuisance at rear;
- xiii. T.V. reception affected.
- xiv. Overshadowing and loss of light;
- xv. Undesirable precedent.

- 1.13 In relation to the objections, the fundamental question that must be asked is whether the current proposal would be of any greater detriment to the issues raised than the approved scheme.
- 1.14 A 3 storey building has been previously approved on the site and the current proposal has largely overcome the reason for refusal on design grounds. The position and footprint of the building is the same as approved, as is the disposition of the parking and amenity areas. The situation regarding general disturbance, visual intrusion and noise and fumes from the car park would be the same therefore. Fencing and obscure glazing conditions could partly overcome objections on amenity grounds and the Juliet balcony should be retained as proposed. A condition could also cover external lighting.
- 1.15 The number of parking spaces is the same, although there is one additional unit, but the previous refusal on highway grounds has been withdrawn, and no objection has been raised by County Highways to the proposed parking provision and layout; traffic generation, the position of the access or to road safety matters. They do require a number of conditions, however.
- 1.16 On balance, although the scheme could be considered to be deficient in some respects, it may be difficult to justify refusal, in view of the approval that already exists on the site. The building footprint is the same as approved and the basic difference is that there are 2 x 1 bedroom flats in the roof space now proposed, as opposed to 1 x 1 bedroom in the approved scheme and 2 x 2 bedroom in the last refused scheme.
- 1.17 **Highways** - Conditions requested covering:-
- i. Vehicle and pedestrian visibility splays;



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- ii. Provision of operatives/construction vehicle parking and materials compound clear of the highway;
- iii. Wheel washing facilities;
- iv. Drive constructed in bound materials.
- v. Turning areas to be kept clear;
- vi. Works within highway to satisfaction of Area Manager South.

1.18 **Buildings and Technical Support (Engineers)** - No objections or observations.

APPROVE

- 1 SC4B Time Limits Full - Standard
- 2 SC14 Materials to be Used (Externally)
- 3 SC23 PD Restricted - OBS Glazing
- 4 SC50A Means of Enclosure - Full
- 5 SC59 Landscape Design - Details (Full)
- 6 SC64A Visibility Splays - Details
- 7 SC67 - Pedestrian Visibility Splays (Plural)
- 8 Development shall not commence before details of:-
 - i. Areas within the site for the parking of operatives' vehicles and the reception and storage of building materials clear of the highway, and
 - ii. Facilities for the cleansing of the wheels of vehicles leaving the site have been submitted to and approved in writing by the Local Planning Authority. The areas and facilities so approved shall be installed before development commences and used throughout the course of construction.
- 9 No flat shall be occupied before provision has been made within the site for the access, parking and turning of vehicles, in accordance with the details shown on approved drawing No. 07.1130-03. Thereafter, such areas of the site shall be retained and maintained in the approved form and used for no other purpose which would impede the access, parking and turning of vehicles. Such areas shall be surfaced in accordance with details which shall previously have been submitted to and approved in writing by the Local Planning Authority. All works within the highway shall be laid out, constructed and completed to the satisfaction of Essex County Council's Area Highways Manager South with whom details shall be agreed in writing before the commencement of works.
- 10 The balustrade to the Juliet Balcony to the rear first floor living room shall be implemented in strict accordance with the details shown on Plan no. 07.1130-03 being tight to the face of the building and at no time shall any balcony be created or accessed from this room.
- 11 Notwithstanding the details shown on the submitted plans, details including a management plan for the storage and collection of refuse and those to be recycled shall be submitted to and approved in writing by the Local Planning Authority before development commences.



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Such arrangements as so approved shall be implemented before any of the flats are occupied and permanently operated.

REASON FOR DECISION

The proposal is considered not to cause significant demonstrable harm to any development plan interests nor harm to any other material planning consideration.

Relevant Development Plan Policies and Proposals

HP6 of the Rochford District Council Adopted Replacement Local Plan



Shaun Scrutton
Head of Planning and Transportation

For further information please contact John Whitlock on (01702) 546366.

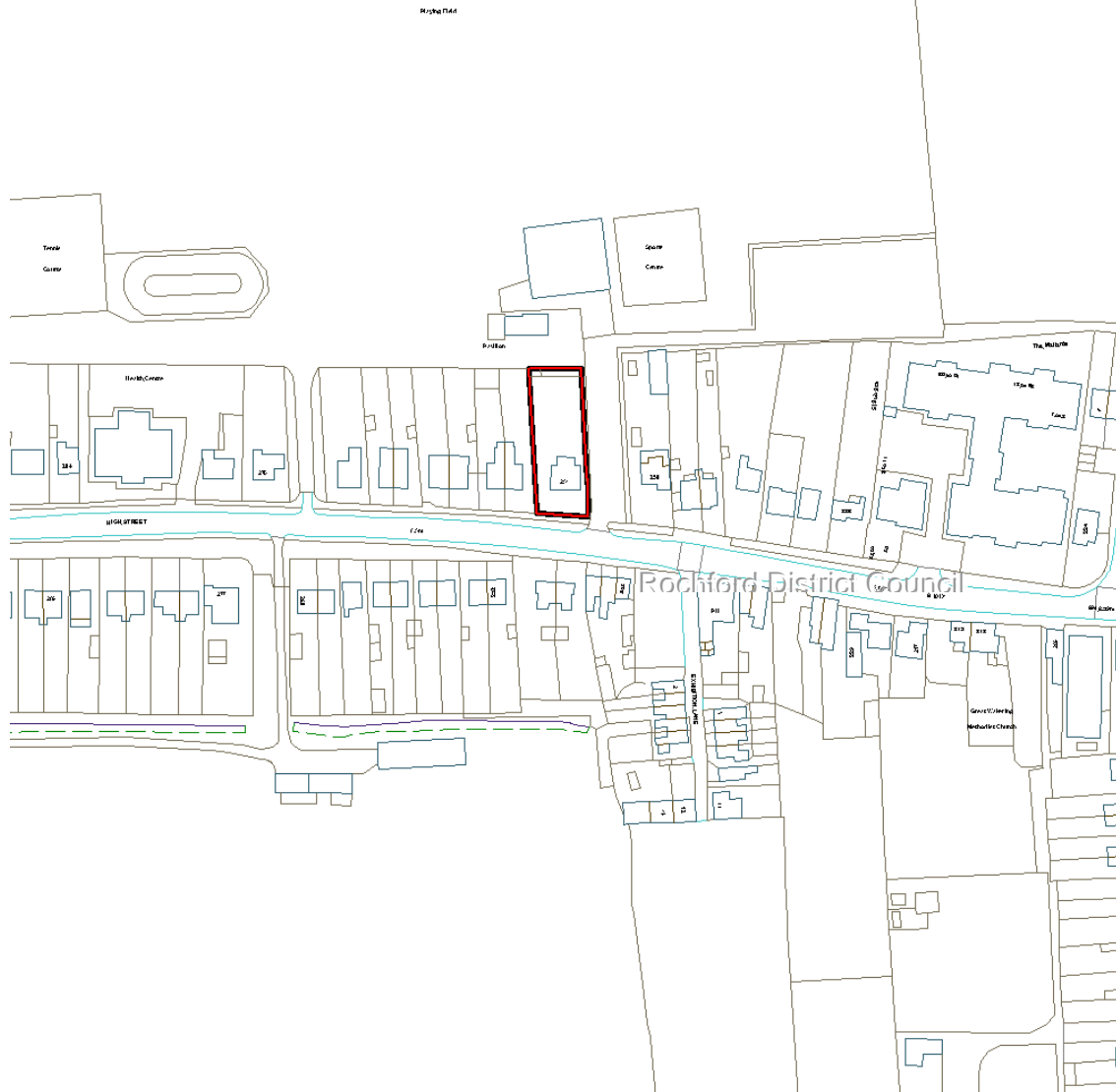


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08/00244/FUL

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SCHEDULE ITEM 2

TITLE: 08/00287/FUL
TWO STOREY PITCHED ROOFED BUILDING WITH ROOMS
IN THE ROOFSpace INCORPORATING PITCHED ROOFED
DORMERS TO PROVIDE NINE TWO BEDROOMED FLATS
WITH ACCESS OFF LOCKS HILL AND PARKING AREA
LAND REAR OF 26 SOUTH STREET ROCHFORD

APPLICANT: SILVER CITY ESTATES

ZONING: RESIDENTIAL

PARISH: ROCHFORD

WARD: ROCHFORD

THE SITE

- 2.2 This application is to a site on the northern side of Locks Hill to the rear of Southwell House Doctors Surgery and formed from the previous rear garden to No. 26 South Street. The site is irregular in shape but broadly rectangular having a frontage onto Locks Hill of approximately 60m and depth immediately to the rear of existing dwellings fronting South Street of 33m reducing down to the west adjoining the entrance to the public car park at a depth of 17.5m. The site is grassed over but with a number of trees, some of which are the subject of a County Council Tree Preservation Order.
- 2.3 The site is allocated for residential purposes in the Council's adopted Local Plan (2006) and is within the Rochford Conservation Area.

PLANNING APPLICATION DETAILS

- 2.4 The proposal is to construct a two storey building in the middle part of the site containing nine two bedroomed flats. The proposed building would be to a main ridge height of 10.5m with projecting wings to the front and rear to a lower ridge height of 9.4m. The side wings would have an overall ridge height of 8.4m. The building would provide nine two bedroomed flats including one flat provided within the higher central roof area and served by a side dormer facing the rear of dwellings fronting South Street, a front dormer with roof lights on the rear elevation facing Dolphin House offices and Southwell House Doctors surgery.



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- 2.5 The layout of the site shows an access formed at the eastern end of the site from Locks Hill providing off street parking for 14 cars including 2 disabled spaces. Off this area within the site is shown a refuse area and cycle store located on the boundary of the site immediately to the rear of Nos. 32 – 34 South Street. No details of these buildings have been provided.
- 2.6 The site is contained within a 1.8m metre high close boarded fence to the northern and eastern boundaries and is hedged to the front and western boundaries onto Locks Hill.
- 2.7 The western part of the site would be retained as garden/amenity area. The proposal shows a number of trees to be removed within the central part of the site. The site is the subject of a County Council Tree Preservation Order.
- 2.8 The application is accompanied by a design and access statement. Also included is an arboricultural report addressing the issue of the impact of the development upon the existing trees on the site.
- 2.9 The application follows a previous application submitted last year for a similar development, which was refused on the basis of concerns at the size and bulk of the then proposed building, the effects upon the trees on the site and inadequacy of the proposed parking to serve the development.

RELEVANT PLANNING HISTORY

Application No. 07/00538/FUL

Erect Three Storey Building Containing 9 No. Two Bedroomed Flats With Access and Parking Area off Locks Hill

Permission refused 26 July 2007 for the following reasons (summarised):-

1. The three storey form and overall height is considered excessive in size and out of scale lacking harmony with adjoining buildings in the townscape...visually detrimental to the group of buildings fronting Locks Hill and South Street of that part of the Rochford Conservation Area.
2. Supporting information fails to demonstrate that the most suitable trees have been retained or the identification of such trees that require work and how trees will be protected during the construction period.
3. Inadequate car parking.

Application No. 07/00117/FUL

One Three Storey Block Containing 9 x 2 Bedroomed Flats With Amenity Space, Access and Parking off Locks Hill

Application withdrawn.



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Application No. 05/00018/FUL

Proposed Three Storey Office Development With Associated Parking and Access.

Permission refused 5 April 2006

Application No. 03/01026/OUT

Residential Development On Site (Outline Application) Vehicular Access To Be Gained Via Back Lane Car Park

Permission refused 30 July 2004

Appeal Dismissed

Application No. 03/00474/ OUT

Residential Development on Site (Outline Application). Vehicular Access to Site to be Gained Via Back Lane Car Park

Application withdrawn.

CONSULTATIONS AND REPRESENTATIONS

- 2.10 **Essex County Council Highways and Transportation** - Recommend the following heads of conditions to any approval that might be given:-
- 1) Visibility splay of 2.4m x site maximum
 - 2) 1.5m x 1.5m pedestrian visibility splay
 - 3) provision within the site of an area for the parking of operatives' vehicles and storage of materials for the duration of the construction period
 - 4) provision of wheel cleaning facility for the duration of the construction period
 - 5) all works within the highway to be laid out to the satisfaction of the Area Manager South
 - 6) Car parking area to be hard surfaced and sealed, marked out and retained
 - 7) The access to be laid to a gradient not exceeding 4% for the first 6m and not to exceed 6% thereafter
- 2.11 **Essex County Council County Tree Officer** - Concur with the findings of the applicants' arboricultural report.
- 2.12 Comment that have not received any landscaping plans to allow consideration of how the site will be reinstated after development and are therefore unable to take account of any tree or shrub planting in mitigation for the loss of TPO trees on this site.
- 2.13 Regarding the Robina T6 which is the most prominent tree on the site note that resistograph testing has not been included in the report but note the 40% die back of the crown and that the estimated contribution in years will be greatly diminished. Therefore happy for this tree to be removed.
- 2.14 Regarding the Beech T2 note minor die back in the upper crown and limbs indicative of root disorder or disease but closer inspection not possible.



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- 2.15 Explanation of the Root Protection Area and methodology as to how roots are to be protected requires clarification due to conflicting plans for root protection fencing.
- 2.16 **Essex County Council Specialist Archaeological Advice** - Advise that the site lies within an area of archaeological potential.
- 2.17 Recommend a full condition:-
- 2.18 "No development or preliminary ground works of any kind shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority."
- 2.19 **Essex County Council Schools, Children and Families Directorate** - Advise will not require a developer contribution on this particular scheme.
- 2.20 **Woodlands Section** - No ecological concerns.
- 2.21 **Buildings/Technical Support (Engineers)** - No objections. Advise no public foul or surface water sewer available within Locks Hill.
- 2.22 **London Southend Airport** - No safeguarding objections.
- 2.23 One letter has so far been received in response to the public consultation and which in the main makes the following comments and objections:-
- Would like to know how natural daylight entering adjoining building will be affected
 - Will extra traffic enter the site between the Doctors Surgery and Dolphin House

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MATERIAL PLANNING CONSIDERATIONS

Density issues

- 2.24 The site is located within an area of existing residential development and has an area of 0.14ha. The demand for better use of urban land is long established by central Government guidance and advice which generally advocates the use of higher densities where considered compatible with the character of the area concerned and urban design controls.



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- 2.25 Policy HP3 to the Council's adopted Local Plan (2006) argues for a density of not less than 30 dwellings per hectare and that the best use of urban land will be achieved in the range between 30 - 50 dwellings per hectare.
- 2.26 The development of the site would achieve a density of 64 units per hectare. Whilst this density would exceed the scope set down in Policy HP3, the site is located within the town centre where higher densities can be expected. Furthermore, the advice contained within paragraph 47 to PPS3: Housing (November 2006) post dates the adoption of the Council's Local Plan and, although setting a minimum density of 30 dwellings per hectare, does not set an upper limit, but amongst other things requires account to be taken of the characteristics of the area.
- 2.27 The proposal provides an amenity area of 323 square metres, above the 225 square metres required. The building would be sited a minimum of 1.6m from the rear boundary of the site with Dolphin House and Southwell House and to a pinch point of 1.1m onto Locks Hill but widening out to 6.9m to the skewing alignment of site frontage. The windows in the eastern end elevation backing onto dwellings fronting South Street would be between 28.45m with No. 26 South Street – 42.4m with No 28 South Street. The Essex Design Guide requires a distance of 35m to achieve satisfactory privacy between the proposed flats and the existing dwellings. Although this distance would not be achieved for No. 26 South Street this failing would be only to the side dormer serving a bedroom in the roof area to flat 9 and the bedroom window serving flat 7 and as such is in line with the 25m back to back distance for housing.

Parking issue

- 2.28 The submitted layout would achieve provision of 1.5 spaces per flat, which is considered suitable for the town centre location of the site, close to services and public transport options. The site adjoins a public car park. The proposal now provides sufficient car parking to overcome previous concerns and no objection is raised by the County Highway Authority.

Design and form

- 2.29 Three storey office developments and the former Council offices exist near to the site fronting South Street. The site is elevated relative to Locks Hill by about 1m higher than street level. The Council's urban design adviser was previously critical of the overall size and form of the building and argued that whilst an element of three storey may be acceptable, the previous proposal at mostly three storey was unacceptable.
- 2.30 The detailed design features and treatment of the elevations to the current application show improvements to the previous proposals taking into consideration the various objections raised to the design and form of the building.



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The applicant has been in discussions with the County Council's urban design team and the submitted design is in response to those discussions. The detailed comments from the urban design team on this issue are awaited at the time of writing. Your officers consider that the proposed building is of a domestic appearance and scale appropriate to the town centre, particularly taking account of the reduction in mass and bulk resulting from the reduction in height of the roof and the wings.

Arboricultural issues

- 2.31 The application is accompanied by an arboricultural assessment, which acknowledges the removal of a number of trees to the central part of the site where the building is proposed and which have a low rating. These include the large Robina tree, the most visible on the site. The applicant also understands that the highway visibility splay requirements will also require removal of the existing hedge onto Locks Hill. The extent of tree loss is agreed by the County Council Arboriculturalist.
- 2.32 The Holly Tree in the middle of the site is considered to be the only tree of amenity status that will be lost.
- 2.33 There is now common ground between the applicants and the County Council Arboriculturalist that overcomes previous officer objections to the loss of trees on the site. However, conditions will be necessary as part of any approval that might be given to obtain the clarity and mitigation for the loss of the trees by way of further planting and landscaping, as recommended by the County Council Arboriculturalist.

CONCLUSION

- 2.34 The application would provide a satisfactory form of flatted development in this town centre location, making the best use of urban land. The previous issue over car parking inadequacies and lack of assessment of the loss of tree cover are now overcome, with adequate car parking to meet the Council's standards being provided and a full assessment of the trees to be lost as a result of the development of the site.

RECOMMENDATION

- 2.35 It is proposed that this Committee **RESOLVES to APPROVE** the application, subject to the following heads of conditions:-
- 1 SC4 - Time limits full standard
 - 2 SC14 - Materials to be used externally
 - 3 SC59 - Landscaping design - details
 - 4 SC50 - Means of enclosure
 - 5 SC67 - Pedestrian Visibility splays
 - 6 SC90 - Surface Water Drainage



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- 7 SC91 - Foul water Drainage
- 8 SC23 - Obscure Glazing to specified windows
- 9 SC20 - PD restricted dormers
- 10 Prior to the commencement of the development the applicant shall submit details and plans for the identification and protection of the root protection area to the trees to be retained in the development and in association with the landscaping scheme required by condition 3 above. Such details shall include protection measures to the Root Protection Areas from the storage of materials and plant, changes to ground levels and compaction for the duration of the construction period.
- 11 A visibility splay of 2.4m x site maximum, as measured from the carriageway edge, shall be provided either side of the new access, with no obstruction over 600mm above the level of the adjacent carriageway.
- 12 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.
- 13 Prior to any works commencing on the site the applicant shall submit in writing to the Local Planning Authority the means by which the wheels of vehicles leaving the site shall be cleansed.
- 14 Prior to the beneficial use of the development commencing the car parking area indicated on the submitted plans, including any parking spaces for the mobility impaired, shall be hard surfaced, sealed and marked out in parking bays. The car park shall be retained in this form at all times. The car park shall not be used for any purpose other than the parking of vehicles that are related to the use of the development.
- 15 The access shall be laid to a gradient not exceeding 4% for the first 6 metres from the highway boundary and shall not exceed 8% thereafter.
- 16 No development or preliminary ground works of any kind shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority.

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.



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Relevant Development Plan Policies and Proposals

HP3, HP6, HP11, NR3, BC1, BC5 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) 546366.



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SCHEDULE ITEM 3

TITLE: 08/00241/FUL
REVISED APPLICATION FOR SINGLE STOREY PITCHED
ROOFED BUILDING TO PROVIDE ADMINISTRATION AND
TRAINING CENTRE FOR DISABILITY ESSEX, CONSTRUCT
DRIVEWAY AND PARKING AREAS, WIDEN PEDESTRIAN
AND VEHICULAR ACCESS
LAND REAR OF 28 – 32 ROCHEWAY ROCHFORD

APPLICANT: MR RICHARD BOYD

ZONING: METROPOLITAN GREEN BELT

PARISH: ROCHFORD

WARD: ROCHFORD

THE SITE

- 3.1 This application is to a site forming part of the Rocheway Adult and Community College almost opposite the junction with Mornington Avenue. The site is more specifically located on the playing field area immediately to the rear of two existing bungalows and former school house, now in use for the training of children with learning disabilities. The proposed site would be to the west of the main building envelope to the Adult Community College.
- 3.2 The site is mostly closely mown playing field but also includes a group of trees and hedging along the western boundary and trees along the access route between the main envelope of the community centre and neighbouring bungalows. The site occupies an area of the playing field understood to be used as a practice area. The full extent of the site would encroach onto the adjoining football pitch by several metres in depth.
- 3.3 The site is subject to a number of different slopes with the access proposed on land raised by approximately 0.6 m relative to the existing yard and car parking areas but which slopes more gently away from the buildings towards the River Roach; an area of informal public open space separates the playing field and the sea wall. The existing playing field provides four football pitches.
- 3.4 The site is, with the remainder of the Rocheway College, located in the Metropolitan Green Belt along its boundary with the urban area of Rochford. Beyond there is farmland, east of the main Adult Community College building.



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PLANNING APPLICATION DETAILS

- 3.5 The site comprises an area of 45m deep by 70.4m wide to the rear of the existing bungalows adjoining the site but returning alongside to meet the existing yard and car park serving the front of the Community Centre. The proposal also seeks to improve both the pedestrian and vehicular access to the existing centre at the Rocheway frontage, widening the main vehicular access to a width of 4.5m to take refuse vehicles and fire appliances and the pedestrian access widened to a width of 1.5m and upgraded to take mobility scooters.
- 3.6 The applicants, "Disability Essex, " are the trading name for the registered charity. The Essex Disabled Peoples Association (EDPA) who undertake a broad spectrum of work for disabled persons. The applicants have a membership of over 160 clubs and organisations and a county wide membership of 12,500 people.
- 3.7 The current application is a revision to that previously approved to construct a centre to provide office accommodation for the charity including facilities for I J Research and other projects the charity is engaged in. Second, it will provide teaching facilities for disabled students in an environment with natural lighting important to the visually impaired, appropriate sound insulation for students with hearing impairment, and temperature controlled classrooms. These facilities can only be provided in a purpose built building or adapted premises.
- 3.8 In allowing the previous application Members gave weight to the very special circumstances put forward by the applicants that there was no other available site for this organisation, given the valuable work they undertake in Essex, the edge of Green Belt location and the synergy with the existing college provided little risk of a similar very special need occurring elsewhere that would create a cumulative impact upon the Green Belt and the uniqueness of the design and form of the proposal would not impact adversely on the openness of the Green Belt.
- 3.9 The proposal is a revision to the previous application approved under application reference 07/00483/FUL on 19 November last year, and to recap it is to provide a single storey building of modern design with extensive ecological features. The building would be finished in timber doors and windows, self coloured external render, timber cladding and sedum living grassed roofs to reduce water run-off. The design principles for the building are based upon a passive design process to achieve a building that is intrinsically warm in the winter but cool in summer. Access and ease of movement for disabled persons has been fundamental to the design as has ensuring the maximum environmental efficiency of the building.



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3.10 The detailed revisions involve:-

- The building would have an 'L' shaped plan and be sited in the western corner of the site at 3.718m from the western boundary with adjoining public open space, being re-sited in this application by 0.118m and the same 4m from the northern boundary with the adjoining clinic/offices.
- The layout of the building has been modified to re-distribute the arrangement of uses with slight changes to the overall footprint of the northern building, but generally contained within the overall depth and width, as previously approved. The northern wing would increase in floor area from 322 square metres as approved to 329 square metres as currently proposed. The southern wing would increase in size from 102 square metres to 212 square metres as currently proposed. This southern element to the layout would also be closer to the western boundary of the site at 2.2m as opposed to the previously approved 5.6m in the earlier scheme. The southern wing would also extend further south by some 6.3m further towards the southern boundary of the site.
- The single storey building would have an asymmetrical roof form increasing in height from 7.1m to a new height of 7.4m. The roof design would allow for wall and roof up stands to face south and include upper level windows to provide natural light deep into the building.
- Arising from the layout changes there are also numerous changes to the style, size and position of windows and openings about the building.
- The layout of the site outside of the building is revised to include a solar canopy structure 4.1m high over the central pathway across the site in place of the previous tree lined walkway and for a distance of 29m across the width of the site.
- The fencing and landscaping proposals are the same as previously approved, but for a reduced area of tree planting to the south eastern corner of the site whereby the area of deciduous woodland is shown to be reduced in favour of a greater lawned area.

RELEVANT PLANNING HISTORY

3.11 Application No. 07/00483/FUL

Construct single storey pitched roofed building to provide administration and training centre for Disability Essex. Construct driveway and parking areas, widen pedestrian and vehicular access.

Permission granted 19 November 2007



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CONSULTATIONS AND REPRESENTATIONS

Sport England

- 3.12 Refer to original objection raised by Sport England on the basis that the proposal did not previously accord with any of the exceptions to Sport England's playing fields policy. Sport England is not supportive of the planning obligation to make a financial contribution towards changing facilities before the development commenced. Sport England's position is unchanged. However, given the principle of the proposed development now having been established through the grant of the earlier permission have no comment to make on this application.

- 3.13 **Essex County Council Highways and Transportation** - Recommend the following heads of conditions:-

- 1) Visibility splay 2.4m x site maximum
- 2) Inter visibility to be provided between the footpath to the flank of the development and the site
- 3) Provision within the site for an area for operatives' parking and the storage of materials during construction
- 4) Provision of wheel cleaning facility during construction period
- 5) Parking areas to be finished in bound materials
- 6) All works within the highway to be laid out and constructed to the satisfaction of the Area Manager South

- 3.14 **London Southend Airport** - No safeguarding objections.

- 3.15 **Natural England** - No objection.

- 3.16 **Buildings/Technical Support (Engineers)** - No objection or observations. Advise that Foul and Surface water drainage may be an issue, due to ground levels.

MATERIAL PLANNING CONSIDERATIONS

- 3.17 The principle of the acceptability of this development is clearly established by the previous permission granted under application reference 07/00483/FUL and where weight has been already given to the very special circumstances of the applicant.
- 3.18 The main changes in this application concern particularly the increase in size of the southern wing, the slight increase in the overall height and the new solar canopy.



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- 3.19 The changes in general appearance inherent in the revised layout and causing changes to the position and style of the windows and openings are relatively minor with no material adverse effects not overcome by the provision of the screen fencing proposed.
- 3.20 The change in overall height of the development would be slight at an increase by 0.3m and is not considered to cause unacceptable harm to adjoining residents to the north of the site in particular by way of any unacceptable increased shading or dominance.
- 3.21 The significant enlargement of the southern wing would encroach further south and west within the site and leaving a much reduced gap of 5.3m between the wider flank of the building and the southern boundary of the site as opposed to the previously retained gap of 11.9m and a reduced gap to the west boundary of 2.2m compared to 5.6m originally. Whilst this effect will have more impact upon the openness of the area, the principle of the development having been established and the very special circumstances given weight in the previous decision will work to outweigh this harm. The question is, does the increased size in the building justify resisting the application in Green Belt terms. The enlargement of the building southwards and westwards in this way is not considered to give rise to unacceptable effects on the amenity of adjoining residents neighbouring the site.
- 3.22 The current application features the provision of the 4.1m high solar canopy mounted on timber structure across the width of the site for a distance of some 29m as an alternative to the tree lined pathway in the previous application. This structure would be sited 28m from the rear of the adjoining bungalows to the immediate north of the site and above the proposed 1.8m high fence line, beyond which along the southern boundary is still proposed a woodland and deciduous tree planting belt but the solar roof canopy does give it a significant visual bulk eroding both the openness in the Green Belt and the separation of the proposed building from the original Rocheway Centre.
- 3.23 The solar canopy would have some reflective effects but would be mitigated in part by the distance from the dwellings and the height of the fence and in the longer term, the backdrop resulting from the southern boundary woodland and tree planting. Existing open views of the closely mown playing field and beyond would be lost in any case by the previous permission. Given the circumstances and relative distance between the canopy proposed and the neighbouring dwellings, the appearance of the free standing solar canopy is not, on balance, considered objectionable in the siting arrangement proposed.

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CONCLUSION

- 3.24 The application represents an alternative proposal to a scheme previously approved by Members which established the acceptability of the principle of this development. The revisions to the building and layout of the site increase the extent of built form by doubling the size of the open plan southern wing to 200m.sq. and extending it, particularly further to the south within the site, and the solar roof canopy has a significant impact. Members must decide whether the very special circumstances and application merits given weight in the previous decision and the existence of that permission outweigh the further harm introduced here.

RECOMMENDATION

- 3.25 Members to determine the acceptability of this application, if it is **RESOLVED** to **APPROVE** the application it should be subject to the inclusion of this application as an alternative development covered by the existing agreement/obligation the subject of application No. 07/00483/FUL to provide a financial contribution of £40,000 towards the provision of changing facilities at Rochford Adult Community College for the playing field users on the adjoining playing field site and to the following conditions:-

- 1 SC4B – Time limits full standard
- 2 SC14 – Materials to be used externally
- 3 SC50 – Means of enclosure
- 4 No flood lighting shall at any time be installed and/or operated on any part of the site, except as in accordance with details showing the shielding and orientation of any light source away from neighbouring dwellings which shall previously have been submitted to and approved in writing by the Local Planning Authority.
- 5 Prior to the commencement of the development the applicant shall submit details for the retention and protection during construction for existing trees to be retained in the development and for the protection of the areas to be landscaped as part of the completed scheme. Such details shall be in accordance with the requirements of BS 5837 (2005).
- 6 Prior to the commencement of the development the applicant shall submit details of an area convenient to or within the site for the parking and storage for equipment, materials and the storage of operatives' vehicles associated with and for the duration of the construction period of the development. Such an area shall be outside the tree protection zone and areas retained for landscaping and shall be provided for the duration of the construction period.
- 7 No development shall commence, before plans and particulars showing precise details of the existing and proposed functional services associated with the development proposed above and below ground level (e.g. drainage, power and communication cables, pipelines, together with positions of lines, supports, manholes etc) and their relationship to trees to be retained and proposed landscaping areas, have been submitted to the Local Planning Authority.

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- The development shall be implemented in accordance with such details as may be agreed.
- 8 No development shall commence before plans and particulars showing schedules of species, size, density and spacing of all trees, shrubs and hedgerows to be planted and existing trees to be retained as part of the intended landscaping scheme have been submitted to the Local Planning Authority. The development shall be implemented in accordance with those details as may be agreed.
 - 9 Prior to the commencement of the development the applicant shall provide details comprising plans and elevations of the proposed alterations to the existing pedestrian and vehicular access to the site fronting Rocheway and the modifications to the existing front wall and railings including the design and materials to be used in such works, shall be submitted to the Local Planning Authority. The development shall be implemented in accordance with such details as may be agreed by the Local Planning Authority.
 - 10 No part of the development shall be occupied before provision has been made within the site for the parking and turning of vehicles, in accordance with the details shown on approved drawings DE/PL2/03 and DE/PL2/04. Thereafter, such areas of the site shall be retained and maintained in the approved form and used for no other purpose which would impede the parking and turning of vehicles.
 - 11 No development requisite for the erection of the building shall commence before plans and particulars showing precise details of a satisfactory means of surface water drainage (including attenuation measures, if appropriate) for this site, have been submitted to and agreed in writing by the Local Planning Authority. Any scheme of drainage details as may be agreed in writing by the Local Planning Authority shall be implemented commensurate with the development hereby permitted and made available for use upon completion of the development hereby permitted.
 - 12 No development requisite for the erection of building shall commence before plans and particulars showing precise details of a satisfactory means of foul water drainage for this site have been submitted to and agreed in writing by the Local Planning Authority. Any scheme as may be agreed in writing by the Local Planning Authority shall be implemented commensurate with the development hereby permitted and made available for use prior to the occupation of the development hereby permitted.
 - 13 Prior to the commencement of the development the applicant shall mark out the adjoining playing field to achieve the revised pitch layout as shown on drawing No. J.J.A./0517/04, as received by the Local Planning Authority on 16 May 2007 under application reference 07/00483/FUL as approved on 19 November 2007.
 - 14 Prior to the commencement of the development the applicant shall submit to the Local Planning Authority details and elevations for the enclosure of the site to protect the site against stray balls arising from play on the adjoining playing field for the duration of the construction period.

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Such details as may be agreed by The Local Planning Authority shall be implemented prior to the commencement of the development and shall be removed upon occupation of the building unless agreed in writing for an alternative period.

- 15 The development hereby permitted shall only be occupied by Disability Essex.
- 16 A visibility splay of 2.4m x site maximum, as measured from the carriageway edge, shall be provided either side of the new access, with no obstruction over 600mm above the level of the adjacent carriageway.
- 17 Prior to the beneficial use of the development commencing inter visibility shall be provided between the footpath to the flank of the development and the site.
- 18 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 vehicle leaving the site shall be cleansed.
- 19 Prior to the beneficial use of the development commencing the parking area shall be constructed and completed in bound materials, details of which shall be submitted to and agreed in writing by the Local Planning Authority.

REASON FOR DECISION

Very special circumstances have been demonstrated in the previous application approved on 19 November 2007 under application reference 07/00483/FUL and to which this current application is an alternative. Those very special circumstances were namely:-

- a. There is no other available site for this organisation, given the valuable work they undertake in Essex;
- b. Edge of Green Belt location reducing openness and the synergy with the existing college;
- c. Little risk of similar very special need occurring close by that would create a cumulative impact on the Green Belt;
- d. The unique design and form would not impact adversely on the openness of the green Belt.

Relevant Development Plan Policies and Proposals

R1, CS10 Rochford District Replacement Local Plan (Adopted 16th June 2006)

Supplementary Planning Document 5 vehicle Parking Standards (January 2007)

SCHEDULE ITEM 3



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Shaun Scrutton
Head of Planning and Transportation

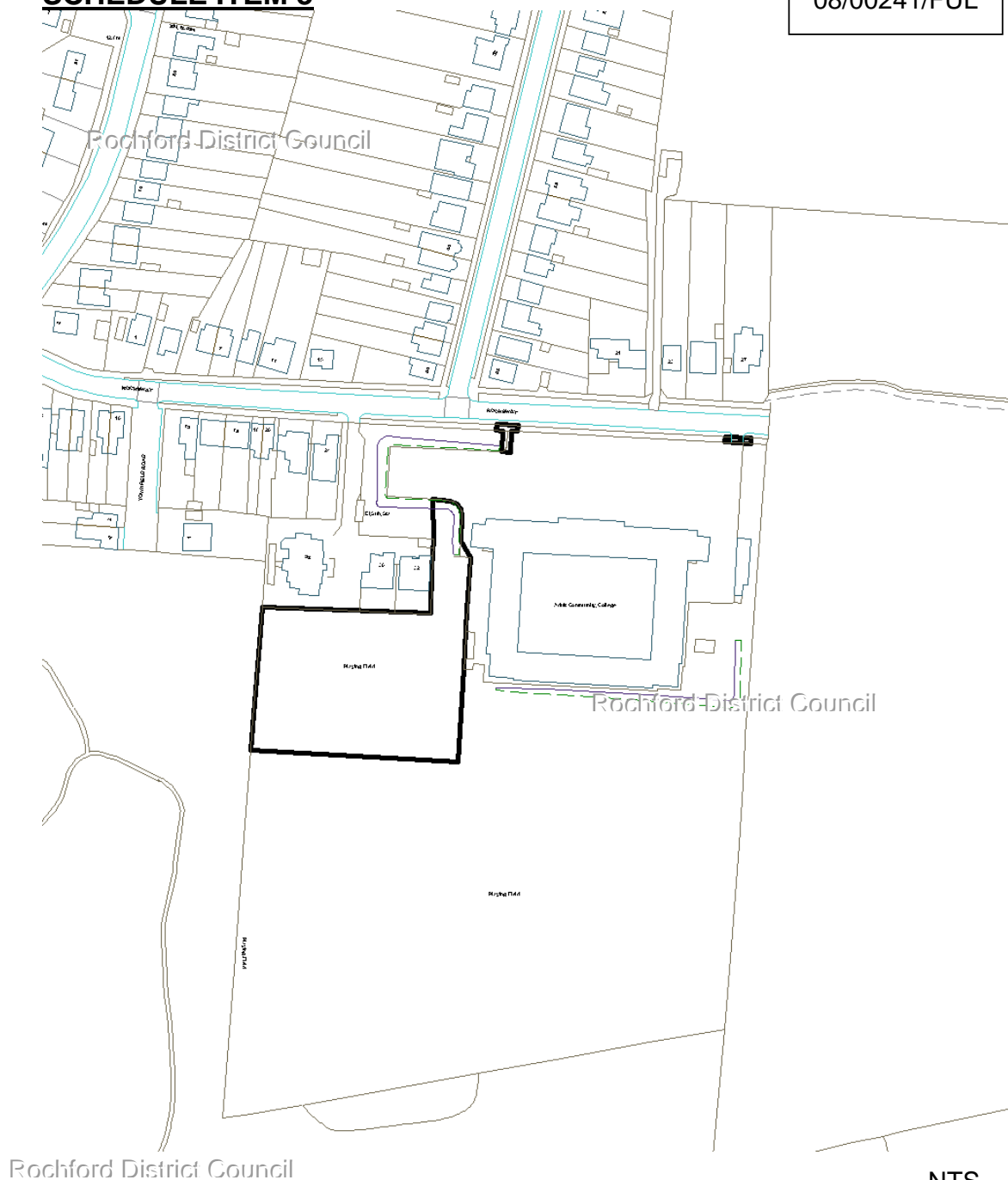
For further information please contact Mike Stranks on (01702) 546366.



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SCHEDULE ITEM 3

08/00241/FUL



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SCHEDULE ITEM 4

**TITLE: 08/00198/FUL
DEMOLISH EXISTING DWELLING AND CONSTRUCT THREE
STOREY BUILDING COMPRISING 9 NO. AGE RESTRICTED
FLATS WITH ASSOCIATED PARKING, AMENITY AREAS
AND BIN STORE
299 FERRY ROAD HULLBRIDGE**

APPLICANT: MR R HILLIARD

ZONING: RESIDENTIAL

PARISH: HULLBRIDGE

WARD: HULLBRIDGE

THE SITE

- 4.1 This application is to a site on the western side of Ferry Road 95m south of the junction with Pooles Lane.
- 4.2 On the site exists a detached chalet bungalow. The site is the last in a group of dwellings set in generous plots opposite the Public Car park and bus turn around at the end of Ferry Road. Two Pine Trees located in the front garden of the site are the subject of Tree Preservation Order 35/83.
- 4.3 Along the northern boundary beyond the application site is an existing access road serving the nature reserve and pumping station.

PLANNING APPLICATION DETAILS

- 4.4 The proposal is to construct a three storey building with the second floor contained within the roof space served by windows to the front and rear gables and with dormers to the front, rear and north side roof slope facing the car park to the adjoining restaurant, neighbouring properties and the River Crouch beyond. The building would provide 3 No. one bedroomed and 6 No. two bedroomed age restricted flats.
- 4.5 The front of the site would be laid out to provide off street car parking for seven car parking spaces with a bin store enclosure. The existing access would be closed. A new access would be formed on the opposite northern side of the plot. The car park would be laid out around the existing preserved Pine Trees with space about the base separate from the car parking area.



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- 4.6 In the accompanying Tree Survey and constraints plan the applicant includes details of Terram Cellular Confinement System used for the provision of parking areas and the protection of tree root systems.
- 4.7 The proposal also includes the provision of a 1.8m high wall with railings between brick piers to the northern boundary of the site fronting the adjoining service road.

RELEVANT PLANNING HISTORY

- 4.8 Application No. 07/00217/FUL
Demolish existing dwelling and erect two storey building to provide 8 No. one bedroomed flats with parking to the front for 10 vehicles and amenity area to the rear. Permission refused 19 June 2007.
Permission refused due to the rear ward siting of the building deep into the site, dominating adjoining dwellings and the large rectangular block form with no vernacular characteristics
- 4.9 Application No. 07/00696/FUL
Demolish existing dwelling and construct two storey building to provide 8 No. one bedroomed flats with parking to front and amenity area to rear. Permission refused 25 September 2007.
Permission refused due to the extent of windows to the southern elevation, giving rise to a detrimental loss of privacy to adjoining neighbours, inadequate tree protection and poor front elevation of the building.

CONSULTATIONS AND REPRESENTATIONS

- 4.10 **Essex County Council Highways and Transportation** - Recommend the following heads of conditions to any Approval that might be given:-
- 1) Visibility splay of 2.4m x site maximum
 - 2) Inter visibility shall be provided between the footpath to the flank of the development and the site
 - 3) Provision within the site of an area for the parking of operatives' vehicles and the reception and storage of materials during construction
 - 4) Means of wheel cleansing during construction period
 - 5) Parking areas to be constructed and completed in bound materials
 - 6) All works within the highway to be laid out to the satisfaction of the Area Manger South
- 4.11 **Environment Agency** - No comment to make.



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- 4.12 **Essex County Council Historic Buildings and Conservation Advice** - Do not consider that the new building would have any significant impact on the setting of the Listed Buildings further down the road. The design seems somewhat better than before and raise no objections on Conservation grounds.
- 4.13 **Essex County Council Specialist Archaeological Advice** - Advise there are unlikely to be any significant archaeological implications and therefore have no recommendations to make.
- 4.14 **Natural England** - Raise no objection. Advise that if any other information highlights the possible presence of another protected or BAP species, the Local Planning Authority should request further survey information and Natural England re-consulted.
- 4.15 **Woodlands Section** - The development is immediately adjacent to a local nature reserve and is within 60m of an SSSI. No ecological report has been produced other than to confirm that no Bats are present. Without any consideration of other ecology or Biodiversity the report is incomplete.
- 4.16 Six letters have so far been received in response to the public consultation and which in the main make the following comments and objections:-
- Over-development
 - Too large, out of scale and unsympathetic to adjoining development
 - Traffic generation/access/congestion
 - Dangerous traffic conditions
 - Loss of trees and vegetation
 - Inadequate parking, only 7 parking spaces to serve 15 bedrooms
 - Parking in the public car park is not 24 hour as stated in the design and access statement
 - Parking area will deprive preserved trees of water and will cause conflict with the trees
 - Area is over-developed by backland development, or other flatted schemes
 - Infrastructure will not cope
 - Inadequate pavement in the vicinity of the site
 - Busy bus turn around, car park entrance and Anchor pub, summer boat launching, nearby schools provide traffic hazard and congestion
 - Site close to a Nature Reserve
 - Site close to a row of Grade Two listed buildings
 - Character of Hullbridge changing into an urban sprawl by re-development and affecting especially the River end.



SCHEDULE ITEM 4

MATERIAL PLANNING CONSIDERATIONS

Density issues

- 4.17 The site is located within an area of existing residential development. The demand for better use of urban land is long established by central Government guidance and advice which generally advocates the use of higher densities where considered compatible with the character of the area concerned and urban design controls.
- 4.18 Permission has been granted on the nearby site of No. 289 Ferry Road for a part three storey building containing 14 No. flats. A building containing 8 No. flats is under construction on the site of No. 283 Ferry Road.
- 4.19 Policy HP3 to the Council's adopted Local Plan (2006) argues for a density of not less than 30 dwellings per hectare and that the best use of urban land will be achieved in the range between 30 - 50 dwellings per hectare.
- 4.20 The site has an area of 0.12ha. The development of the site would achieve a density of 75 units per hectare. Whilst this density would exceed the scope set down in Policy HP3 the advice contained within paragraph 47 to PPS3: Housing (November 2006) post dates the adoption of the Council's Local Plan (June 2006) and although setting a minimum density of 30 dwellings per hectare does not set an upper limit, but amongst other things requires account to be taken of the characteristics of the area.
- 4.21 A typical sample area of one hectare of the locality and including the site shows an existing density of 14 dwellings per hectare. If account is then taken of the development approved to No. 289 Ferry Road this same area density increases to 27 units. The proposal would further increase the density of the area to 35 units and generally above the national minimum and within the scope of Policy HP3.
- 4.22 The proposal achieves a rear garden amenity area of 540 square metres and almost double the 225 square metres required. The building would provide a metre side space to the flank boundaries, meeting the requirements of the Council's standards.
- 4.23 The layout would provide seven off street car parking spaces which compares favourably to the standard of one space for every three bed spaces in the case of accommodation where care is provided which would require 5 spaces. In this case the 15 bedrooms would require only five of the seven spaces to be provided. As flats on the open market the Highway Authority advise 1.5 spaces for each two bedroomed flat and one space for each one bedroomed flat, equating to 12 car parking spaces; our standard for rural or suburban locations looks for at least one space for smaller dwellings.



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- 4.24 The site is served by a regular bus service which terminates at the front of the site. Although no care is provided on site the development would provide accommodation for the nearing retirement and retired, with an expected lower car ownership, and hence the comparison with the lower car parking standard. Taking into account the access to public transport and public car park opposite the site it is considered that the development would provide an acceptable level of car parking on an age restricted basis necessitating a condition to this effect to any approval that might be given. In this case the development thus meets the Council's detailed standards and can therefore be considered to fit the site in density terms.

Compatibility with site surroundings

- 4.25 The proposed building would have an overall height of 9.85m to the main roof ridge running from the front to the rear of the building. The northern flank wall onto the adjoining access road would extend over a depth of 19.8m.
- 4.26 The smaller element adjoining the chalet to No.297 Ferry Road would have a hipped design to an overall height of 9.25m and have a flank wall to a depth of 15.1m at first floor but extending further at ground floor to a depth of 16.8m.
- 4.27 The site of the adjoining chalet No. 297 Ferry Road is sited slightly higher across the general slope through the sites on the western side of Ferry Road. The ridge lines to the proposed building are comparable to the ridge line of the neighbouring dwelling indicated on the street scene drawing.
- 4.28 The proposed building would be sited consistent with the extended front of the adjoining dwelling No. 297 Ferry Road. At the rear it would project at first floor level some 4 m on this flank at first floor, extending a further 1.7m at ground floor. The greater depth of the building would be on the northern side a further 3.4m at two storey level.
- 4.29 The building alignment to the adjoining dwelling at No.297 Ferry Road is considered acceptable given the presence of a car port and shed type structure on that side at ground floor and would mitigate the impact of the development upon ground floor rear living rooms to this neighbouring dwelling. The building would similarly be sited the width of the adjoining service road away from the adjoining restaurant and flat but behind this other building immediately facing onto the rear car park to these premises. The siting proposed would therefore achieve a respectful relationship to adjoining dwellings and compare in scale and form to the flats being built at the site of No. 283 and those approved at the site of No. 289 Ferry Road in the history of which it is notable than on appeal an Inspector considered an element of three storey to be acceptable in this location.



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Amenity Considerations

- 4.30 The proposal would provide only a ground floor side window to a bedroom to the southern flank facing the car port structure to No. 297 Ferry Road. Otherwise windows face rearwards onto the nature reserve backing onto the site and northwards facing onto the service road, restaurant car park and end rear garden areas beyond, the nearest of which would be 29m from the proposed building. Although the garden area of No. 305 Ferry Road would be within the 35m distance stated in the Essex Design Guide to maintain privacy, the flat above the restaurant intervenes this view and the proposal would only overlook the lower end of the garden rather than the immediate sitting out areas close to the dwelling. The proposal would not directly oppose the rear windows to this distant neighbour. It is therefore considered that the proposal would not give rise to unreasonable conditions of overlooking to justify withholding consent for this reason.
- 4.31 The proposal would be located fronting a busy area for traffic, as already described. The additional traffic movements associated with the development would not be detrimental over and above the general activities existing in the locality.
- 4.32 The proposal is not therefore considered to give rise to unacceptable loss of amenity to nearby residents or to the street scene.

Ecological Issues

- 4.33 The Council's woodland and ecology officer raises concerns at the absence of a more detailed ecological appraisal of the site. Although next to the local nature reserve the dwelling is in occupation and the garden well kept. There is no neglect that might otherwise encourage population with species. No details have been offered as to the expectation of protected species to be present and Natural England have no objection to raise unless protected species are subsequently found to be present on the site. Furthermore the SSSI identified relates to the coastal mudflat area important to over wintering birds and it is therefore considered unreasonable in the absence of any other evidence to request further ecological work to support this application and inform the Council in the decision to be made.

Affect on Preserved Trees

- 4.34 The application is supported by a Tree Survey and Constraints plan which considers the group of seven existing trees in the front garden area and hedge line, including the two Pine trees to which the preservation order relates. The report establishes that all the trees including those preserved have limited value and life expectancy of a further 20 years or so.



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- 4.35 The report identifies that, providing car park surfaces are of a porous design, it is possible to provide car parking areas beneath trees without harm. Details of a suitable cellular confinement system to achieve this end are appended to the report, together with suitable protection measures for the construction period that are considered adequate to secure the retention of the preserved pine trees on the site.
- 4.36 The comments of the Council's Arboriculturalist are awaited at the time of writing. Subject to no adverse comments being received, it is considered that, subject to the detailed provisions for the design of the car park surface and measures for the protection of the preserved pine trees, as stated in this report, that planning permission can be granted.

CONCLUSION

- 4.37 The site is within an area allocated for residential purposes to which the proposed age restricted flats are acceptable in principle. The built composition in this part of Ferry Road takes no particular design reference, which allows new character and forms to be introduced. The site locality currently comprises established detached chalets and bungalows but to which there is a planning history approved for the replacement of two of these plots with flatted schemes including three storey elements considered acceptable at appeal. The building is considered of an acceptable design and form taking into account local varied characteristics.
- 4.38 The scheme would provide adequate parking for the nature of the development and would by way of the design and specification to the car parking areas allow for the retention of the existing two preserved Pine trees to the front of the site.

RECOMMENDATION

- 4.39 It is proposed that this Committee **RESOLVES to APPROVE** the application, subject to the following heads of conditions:-
- 1 SC4 Time limits full standard
 - 2 SC14 Materials to be used externally
 - 3 SC59 Landscaping design - details
 - 4 SC50 Means of enclosure
 - 5 Protection of trees during construction
 - 6 SC67 Pedestrian Visibility splays
 - 7 SC90 Surface water drainage
 - 8 SC91 Foul water drainage
 - 9 SC23 Obscure glazing to specified windows
 - 10 SC20 PD restricted dormers
 - 11 Age restriction limitation



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- 12 Design of the car park surface to follow that in the Tree Survey and Constraints Plan
- 13 Visibility splay of 2.4m x site maximum
- 14 Prior to the beneficial use of the development commencing inter visibility shall be provided between the footpath to the flank of the development and the site
- 15 Provision within the site of area for the parking of operatives' vehicles and storage of materials for the duration of the construction period
- 16 Provision of wheel cleansing method for the duration of the construction period
- 17 Driveway to be constructed in bound materials
- 18 Submission of details for the bin store
- 19 No further provision of side windows
- 20 Non provision of balcony to flat roofed area

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.

Relevant Development Plan Policies and Proposals

HP3, HP6, HP11, NR3, NR9 of the Rochford District Replacement Local Plan
(Adopted 16 June 2006)

Supplementary Planning Document 2 Housing Design (January 2007)

Supplementary Planning Document 5 Vehicles Parking Standards (January 2007)



Shaun Scrutton
Head of Planning and Transportation

For further information please contact Mike Stranks on (01702) 546366.



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08/00198/FUL



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SCHEDULE ITEM 5

**TITLE: 08/00323/FUL
SINGLE STOREY FRONT EXTENSION WITH PITCHED ROOF
AND OAK FRAMED PORCH
2 WEDDS WAY GREAT WAKERING**

APPLICANT: MR AND MRS C SEAGERS

ZONING: RESIDENTIAL/METROPOLITAN GREEN BELT

PARISH: GREAT WAKERING

WARD: FOULNESS AND GREAT WAKERING

PLANNING APPLICATION DETAILS

- 5.1 The applicant is a Member of the Authority, therefore the application is reported to the Committee for a decision.
- 5.2 The application seeks full planning permission for the erection of a single storey front extension with pitched roof and oak framed porch.
- 5.3 The application is a revision to previously approved 07/382/FUL; it is essentially the same as that approved, but wishes to replace the felted flat roof section measuring 3.2m x 1.5m and skylight with a continuation of the plain tiled pitched roof extension and will have a conservation window.
- 5.4 The site is located in a residential area of mixed development on the periphery of the Great Waking Conservation Area; it is also within a tidal Flood Risk Area.

RELEVANT PLANNING HISTORY

- 5.5 05/00832/COU Enclosure of Land to Form Part of Private Residential Garden of 2 Wedds Way Great Waking
APPROVED
- 5.6 07/00011/FUL
Erect Single Storey Oak Framed Rear Extension with Pitched Roof
APPROVED
- 5.7 07/00382/FUL
Single Storey Front Extension and Oak Framed Porch
APPROVED



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SCHEDULE ITEM 5

CONSULTATIONS AND REPRESENTATIONS

5.8 Highways – De-minimis

- 5.9 Essex County Council – Historic Buildings Advisor** – To date comments have not been received, however the comments on the previous application (07/00382/FUL) were: *“the site is just in Conservation Area, but is part of a late C20th development of no historic or architectural interest...The proposal will have little or no impact on the historic character and appearance of Great Wakering Conservation Area. I have not objections to this application on Conservation. I have no objections to this application on conservation grounds”.*

MATERIAL PLANNING CONSIDERATIONS

- 5.10** The host property is a detached two storey dwelling sited in a secluded position at the end of a private residential close.
- 5.11** The front of the property is approximately 13m wide and the proposed front extension and porch will be sited in the centre with the existing double garage to one side and habitable accommodation on the other. The plot to the front of the property is 18m wide and there is ample off-street parking to meet the likely need.

CONCLUSION

- 5.12** It is considered that the proposed revisions to the previously approved application will enhance the scheme, given its location in a Conservation Area. Given its size and position it should not result in a material loss of amenity to the occupiers of the adjacent properties, it has an acceptable relationship with the Conservation Area and it is considered to be in scale and character with the host property.

RECOMMENDATION

- 5.13** It is **DELEGATED** to the Head of Planning and Transportation to determine the application upon the expiration of the consultation period (press advertisement will expire on 6 June 2008 and site notice will expire on 29 May 2008) subject to the following conditions:-
- 1 SC4B Time Limit 3 years
 - 2 SC14 Materials to be used
 - 3 Notwithstanding the details shown on the plans hereby approved, the floor level of the front extension shall be no lower to existing ground level than the floor level in the remainder of the property.



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SCHEDULE ITEM 5

REASON FOR DECISION

The proposal is considered not to cause significant demonstrable harm to any development plan interests, other material considerations or to the character of the area including impact upon residential amenity such as to justify refusing the application.

Relevant Development Plan Policies and Proposals

HP6; BC1 of the Rochford District Replacement Local Plan



Shaun Scrutton
Head of Planning and Transportation

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



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08/00323/FUL



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CODE OF CONDUCT FOR PLANNING MATTERS

GENERAL PRINCIPLES

Members and officers must:-

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

In Committee, Members must:-

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

Members must:-

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

Officers must:-

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



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