



Rochford District Council

**SCHEDULE OF PLANNING APPLICATIONS TO BE CONSIDERED BY
PLANNING SERVICES COMMITTEE 25th November 2004**

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

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

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

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

PLANNING SERVICES COMMITTEE - 25 November 2004

WARD MEMBERS FOR COMMITTEE ITEMS

FOULNESS AND GREAT WAKERING

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Cllr C G Seagers

Cllr Mrs B J Wilkins

HOCKLEY CENTRAL

Cllr K H Hudson

Cllr J Thomass

Cllr Mrs C A Weston

ROCHFORD

Cllr K J Gordon

Cllr Mrs S A Harper

Cllr Mrs M S Vince

PLANNING SERVICES COMMITTEE - 25 November 2004

DEFERRED ITEM

- | | | |
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| D1 | 04/00639/REM
Replacement Air Terminal with Integrated Rail
Station, Visitor Centre, Access Road and Associated
Car Parking. (Reserved Matters Following Outline
Approval 97/00526/OUT)
London Southend Airport Co Ltd Southend Airport
Rochford | Mrs Deborah Board PAGE 4 |
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SCHEDULE ITEMS

- | | | |
|---|---|------------------------------|
| 2 | 04/00776/FUL
Demolish Existing Dwelling And Erect Two Storey
Block Of 13 Flats And Associated Parking With
Access Off Hockley Rise
1 Southend Road Hockley | Mrs Deborah Board PAGE 21 |
| 3 | 04/00783/GD
Circular 18/84 Application to Install a Mobile Building
to be Used for MOD as Security Screening Personnel
Prior to Their Access to the Site
Land At Landwick Gate Bridge Road Foulness | Mr Leigh Palmer PAGE 35 |

**TITLE : 04/00639/REM
REPLACEMENT AIR TERMINAL WITH INTEGRATED RAIL
STATION, VISITOR CENTRE, ACCESS ROAD AND
ASSOCIATED CAR PARKING. (RESERVED MATTERS
FOLLOWING OUTLINE APPROVAL 97/00526/OUT)
LONDON SOUTHEND AIRPORT ROCHFORD**

APPLICANT : LONDON SOUTHEND AIRPORT CO. LTD (LSACL)

ZONING : CIVIL AIRFIELD/METROPOLITAN GREEN BELT

PARISH: ROCHFORD PARISH COUNCIL

WARD: ROCHFORD

DEFERRED REPORT

- 1.1 Members will recall that this application was deferred at the last meeting due to concerns raised by English Nature; matters have progressed with the applicant submitting a detailed ecological report and the initial response from English Nature at a meeting held to discuss the issue is that they are content with the findings in the report and will not now raise concern. A formal written response to this effect is awaited and will be set out in the Addendum.

PLANNING APPLICATION DETAILS

- 1.2 The application is a submission for Reserved Matters following outline approval 97/00526/OUT. The matters submitted for consideration are the siting, design and external appearance of the buildings, the means of access thereto, landscaping details and lighting. This is in accordance with Condition 1 of the outline approval.
- 1.3 The outline submission agreed the principle of the erection of a replacement air terminal and integrated rail station, a visitor centre, access road and associated car parking.
- 1.4 In addition to the plans, the application is accompanied by a planning/design statement and a copy of the environmental investigation (addressing potential hydrocarbon impact to the soil and groundwater) submitted with the outline submission. The outline submission included a transport impact assessment, noise impact study, station feasibility study and justification for the siting of part of the proposal in the Green Belt.
- 1.5 The specific nature of the buildings and their design is outlined further into the report.

1.6 SITE AND SURROUNDING AREA

The site of the Southend Airport lies to the northeast of the town centre of Southend itself and the main railway line from London [Liverpool Street] to Southend runs along its eastern boundary. To the south-west is the existing terminal and assorted support buildings, the main runways running away to the north-west from them.

1.7 To the east of these buildings and beyond the site boundary the main access road system culminates in a roundabout beyond which there are a number of substantive warehouse style retail units.

1.8 The site lies between the existing buildings and the private flying club buildings to the north and between the runway, taxiway and the railway line. Beyond the rail lines there is an area of open scrubland, the Rochford to Southend Road and then, on the far side of the road, predominantly two-storey housing.

1.9 The site, like most airports, is flat falling gently to the north parallel to the rail lines. The only topographical feature is the embankment for the rail lines, which is raised approximately 1.5 metres above the natural ground level.

1.10 The development application site includes the area of the railway line required for the provision of a 12 car station and platforms, a space for the main road circulation to the terminal and car parking, the terminal and apron space for aircraft parking. A separate site area to the south has been identified for a new visitor centre and associated car parking directly off the entry roundabout adjacent to the retail units.

RELEVANT PLANNING HISTORY

1.11 Outline planning permission was approved on 19 July 1999 under reference 97/00526/OUT for the construction of a new air terminal, with integrated rail station, visitor centre, access road and associated car parking at Southend Airport, subject to a number of conditions, including approval of reserved matters and a legal agreement under Section 106 of the Town and Country Planning Act 1990.

CONSULTATIONS AND REPRESENTATIONS

1.12 **Castle Point Borough Council** – no comment.

1.13 **Chelmsford Borough Council** – no objection.

- 1.14 **East of England Development Agency** – the proposal will help to deliver a number of key strategic priorities in the Regional Economic Strategy. The continued success of the airport is a vital element of a sustainable economic strategy for maintaining the prosperity of the East of England, enhancing its regional competitiveness and giving support to business growth and regeneration in the Thames Gateway Growth Area. EEDA welcomes and endorses proposals that seek to accommodate the increase in demand for air travel and urges the Council to provide a clear message of support, but EEDA recognises that the growth of the airport must also be sustainable.
- 1.15 **Emergency Planning Officer** - notes that it is likely that both the District Council and Southend on Sea Borough Council will have to consider an off site safety plan with other agencies if planning permission is granted in view of the increased passenger traffic etc... It will certainly require a written risk assessment.
- 1.16 **Environment Agency** – no comment.
- 1.17 **Essex Amphibian and Reptile Group** - advise that this application may affect reptiles and amphibians inhabiting the corridor habitat of the railway line and embankment and therefore an ecological survey of the site is necessary and if they are found there needs to be compensation and mitigation.
- 1.18 **Essex County Council (Archaeology)** - note that the development area lies within a sensitive area of archaeological deposits and extensive archaeological deposits are known to be within the immediate vicinity of the airport. Therefore recommend a condition for trial trenching and excavation. *This condition is already picked up on the outline consent – Condition 13.*
- 1.19 **Essex County Council (Highways)** - do not wish to raise any objection to the application as submitted, provided it fully accords with the principles set out by the outline permission. The following recommendations are made regarding matters that should be provided on site prior to occupation:
- Space provided within the site for parking, turning, loading and unloading so that vehicles can enter and leave the site in a forward gear;
 - Access road to visitor centre should be a minimum of 7.3 metres wide;
 - The vehicular access to the visitor centre should be moved as far west as possible;
 - A continuous footway (minimum of 2m) should be provided on both sides of the access from the small normal roundabout and on the northern side of the access road to the visitor centre;
 - There should be a continuous covered pedestrian route between the terminal building and the railway station;
 - All circulatory roads should be a minimum of 6m wide; and
 - All non-disabled parking spaces shall be a minimum of 5 metres by 2.5 metres.

- 1.20 **Essex County Council (Planning)** - note that the proposed development is shown on the adopted First Review Essex Minerals Local Plan 1996 as being underlain by deposits of brick earth. This is a valuable resource and Structure Plan Policy MIN4 is relevant. Note that outline consent has been granted but recommend that if site surveys for the construction of the development reveal the presence of workable brick earth that arrangements are made for it to be exported from the site for brick making rather than disposed of.
- 1.21 **Essex Fire Authority** – no objections.
- 1.22 **GO-East** - does not wish to comment on the application at this stage
- 1.23 **Hawkwell Parish Council** - have reservations regarding the future of Rochford Railway Station with the introduction of this additional stop. Rochford Railway Station is a major public transport link for residents of Hawkwell and its closure would be unacceptable.
- 1.24 **Health and Safety Executive** - has no comments to make on the application as the proposed development site is not within the consultation distances of hazardous installations or major accident hazard pipelines.
- 1.25 **Historic Building and Conservation Area Advice** - can find no conservation issues and have no observations to make on the application
- 1.26 **Local Plans** - comment that the development proposed is concordant with policy TP11 of the Rochford District Local Plan (First Review), which was adopted in April 1995. This also contains policy H24 (safeguarding residential amenity).
- 1.27 The Council has been working on the Rochford District Replacement Local Plan and this has completed its second deposit draft phase. In the light of representations policy TP10, which deals with the airport, was revised to include the following final sentence:
- “Future expansion and development plans for the airport will need to include a satisfactory surface access strategy.”
- 1.28 This sentence was added following a representation made at the first deposit phase, by both Essex County Council (Planning) and Southend-on-Sea Borough Council. No surface access strategy has been submitted as part of this application, which makes it contrary to policy.
- 1.29 The plan also contains policies on sustainable transport and traffic management (TP1 & TP2). The Rochford District Replacement Local Plan also has a strong emphasis on promoting good design and design statements (policy CS6 and EB6) and on emphasising the value of landscaping (CS9).
- 1.30 **Maldon District Council** – no objections.

- 1.31 **Network Rail** - notes that the provision of a new station at this location would be an enhancement to the railway network. However, Network Rail would expect the new station to have no adverse impact on the existing railway capacity or any planned growth in terms of both passenger and freight traffic and should the proposed station proceed it would be at no cost to Network Rail. It should be noted that to facilitate the proposed station modifications may be required to the railway signalling equipment and facilities and all such works would have to be financed by the applicant. Further, the applicant would need to agree commercial terms with Network Rail for the acquisition and/or use of Network Rail land.
- 1.32 Any new trees planted adjacent to the railway boundary should be of the species recommended and located sufficiently clear of the common boundary not to create a nuisance through penetration of tree roots or overhanging branches.
- 1.33 **Rochford Parish Council** - agrees in principle to the development of the airport but note resident concerns about:
- Interference to television reception;
 - Excess noise – noise abatement should be put in place as a condition of any permission; and
 - The effect on property values.
- 1.34 **Southend on Sea Borough Council** - has no objection to the proposal and considers the design and details of the proposed buildings to be acceptable and welcomes the provision of modernised passenger and transportation facilities at London Southend Airport.
- 1.35 **Stambridge Parish Council** - make the following observations:
- Concerned about the increase of traffic movements that will cause further delays and pressure on the Southend and Rochford roads;
 - Noise issues;
 - Residents should not be subjected to odours from fuel/aircraft;
 - Night flights should be restricted; and
 - Concerns about devaluation of property.
- 1.36 **Woodlands and Environmental Officer** - suggests that a desktop determination be made of any statutory or non-statutory designation that the site might have. Following this a Phase 1 walk over survey to describe/classify the habitat should be undertaken and a suitable reptile survey undertaken, indeed a casual site inspection did locate a common lizard. A suitable mitigation strategy would be required to accommodate any protected fauna found.
- 1.37 There have been 38 neighbour representations received of which 7 are in support and 31 object to the proposal, being as follows:
- Fully support the airport development as its expansion is advantageous for the people of Southend;

- The plans are well thought out;
- The proposal will put additional strain on the roads in the area and add to congestion;
- Increased noise disturbance;
- Parking problems;
- This is a good airport that would like to see working again;
- Inadequate consideration has been given to the volumes of traffic that will inevitably increase;
- The creation of new visitor attractions can only worsen traffic problems;
- If there is a station for the airport then why is more parking required?
- Customers should use public transport;
- Concerns about surface water drainage and potential flooding;
- Impacts on health and quality of living;
- Rochford used to be a nice quiet town and the airport extension will increase it going down hill;
- The railway terminal encroaches onto Green Belt farmland;
- There is no mention of the number of cars expected daily;
- The visitor centre will improve security and encourage interest in the airport;
- The integration with the rail system ensures that a considerable proportion of passengers will not need to use the roads;
- The development is relatively modest and the benefits to the local economy cannot be over emphasised;
- The development will bring revitalisation to the area;
- Concern about the closure of Rochford Station and that this would have an adverse impact on the town;
- Impact on parking on the roads behind the Anne Boleyn pub;
- The structure of the new terminal building would intrude into the openness of the site;
- The proposal would result in an increase in the number of take offs and landings;
- There will be a massive increase in passenger numbers;
- The proposed layout unfortunately leaves plenty of space for future expansion;
- No problem in principle but concerns about the inevitable commuter parking on surrounding streets;
- Could permit parking for surrounding streets be considered;
- Steps should be taken to minimise construction damage and use of the field areas;
- The proposal would be a waste of public money;
- This is not a suitable venue for an airport given the heavy concentration of domestic properties;
- Lighting issues – will it be suitable? The proposal shows upward facing lights when downward facing would be preferable;
- Any expansion or modernisation of the airport would be of great benefit to local business.

APPLICATION PROPOSAL IN DETAIL

SITING AND DESIGN OF THE BUILDINGS

1.38 Airport terminal

The terminal is primarily a ground floor arrangement with arrival and departure areas arranged side by side with departure space to the south and arrival space to the north.

1.39 The footprint of the building is 61 metres by 40 metres (2,440 m²), so occupying a space within the area identified in the outline planning approval of 2,500 m².

1.40 The space is split down the centre by a 12m wide central core zone that contains the support facilities of baggage handling, retail, café, customs and toilets. To the east, landside of the core, are the departure check-in and arrivals halls and to the west, airside of the core are the departure lounge and arrivals baggage reclaim halls.

1.41 Above the central core spine a mezzanine first floor is provided, covering the support spaces below and cantilevering to 18 metres wide. This provides an area of approximately 1,100m². The first floor space provides operational support office and continuation of the departure lounge.

1.42 The two storey central area and single storey space at the east and west elevations allows a curved roof to span over and encompass all the spaces. This is carried on lattice roof trusses supported on circular steel columns located along the perimeter and through the core zone. The roof rises from an eaves level front and back of approximately 4.5m to a height of around 10.5m at the centre of the roof above the mezzanine.

1.43 The external walls will be glazed front and rear to allow visibility into and out of the public areas and the sidewalls will be solid to screen the baggage and delivery activities from the passengers within.

1.44 The side wall cladding will be silver metal to achieve a clean modern expression appropriate to an airport facility. A continuous glazed clerestory around the whole perimeter, visually separating the wing roof from the building beneath.

1.45 The eaves extend on the north and south sides to provide protection to the baggage handling and delivery areas. An additional free-standing canopy to the south protects the trolleys standing to collect luggage from the departures check-in area, reflecting the curve of the main roof and the line of the mezzanine within. The roof will be a silver aluminium up stand seam roof extended still further on the east and west sides to provide protection for the arriving passengers airside and landside. Further glazed roof lights above the edge of the mezzanine area introduce light to the mezzanine spaces and down into the halls below.

- 1.46 All structural steelwork will be silver grey (the applicants suggest that this is to reflect the colour of aircraft) to relate to the silver cladding and contrast with the white of the internal walls. The roof glazing to the perimeter canopy eaves and the lower elevation glazing will be obscured to provide solar shading and separate it visually from the clear glazed clerestory.
- 1.47 **Station**
It is proposed to provide a new railway stopping point adjacent to the site to allow direct linkage of passengers between these two modes of transport and as it will be in close proximity to the airport it has been designed to reflect the airport terminal character.
- 1.48 The station is designed as two similar structures either side of the rails, linked together by a high level bridge above the lines to allow access to the airport from both sides.
- 1.49 Toilets and a small retail kiosk serve each platform and the platform to the airport side also has a small ticket office. Lifts and staircases serve the bridge across the tracks, the lifts allowing disabled people and those with heavy luggage to cross with ease.
- 1.50 The accommodation is combined into slim curved structures that resemble bridge piers rising to support the bridge between. The buildings are curved both in plan form and in roof section to relate to the curved roof of the terminal building.
- 1.51 The curved walls are to be clad in silver metal panels and the roof is clad in an up stand aluminium roof similar to the main terminal building. Canopies project either side to provide protection for the passengers waiting for trains, arriving, collecting trolleys or buying tickets. The bridge is designed with an elliptical cross section to relate to the building forms either side.
- 1.52 Independent glazed canopies along the platforms provide additional protection to those waiting on the platforms, reflecting the curved character of the covered walk across to the terminal and the eaves of the terminal itself.
- 1.53 **Visitor Centre**
The original application included a separate autonomous site to the south of the terminal allocated to further car parking and a visitor centre. This accommodation consists of a restaurant to seat 80 people and a private dining room for 20 people at ground floor with associated kitchen and support facilities.
- 1.54 Above at first floor level there is a public viewing space/terrace and support facilities of a retail unit, a café and toilets to be served by a separate entrance.
- 1.55 The building is located in a corner to the north end of the site to take advantage of panoramic views across the airfield and towards the terminal. This frees up the remainder of the site for a car park.

- 1.56 Vehicular access to the site is from the southern boundary via an existing roundabout to the southeast that also serves the terminal and station. The corner of the visitor centre site is particularly visible so signage on the corner adjacent to the roundabout will announce directions to the visitor facility and to the terminal building.
- 1.57 Pedestrian access from the retail units to the east will be provided by means of a crossing to the corner of the visitor centre site. This will direct visitors via a small circular space at the corner of the site northwards along the axis of the visitor centre to provide direct access to the new facility. The site arrangement allows a more acceptable pedestrian environment whilst providing an efficient use of the site for car parking.
- 1.58 The visitor centre is designed in a circular form to take advantage of the outward views by providing curved panoramic windows overlooking the airfield at ground level and a similar window at first floor setback behind a deep viewing terrace. Support facilities are provided in a practical rectangular core at the heart of the building.
- 1.59 Visitors will approach the centre from the south and access the building through two separate entrances, on the west side an entrance to the ground floor restaurant and on the east, a similar entrance for the first floor viewing gallery.
- 1.60 The circular building is surmounted by a saucer shaped roof, the projecting rim enclosing the entrance volumes either side, but providing extended eaves canopies above the entrance and the viewing terrace front and rear. The roof and the walls are panelled in a silver metal panel system to match the main terminal building and station.
- 1.61 ACCESS AND PARKING
The site layout proposed is arranged to attempt to provide a simple and easily understood arrangement for the arriving and departing passengers passing through the airport and station.
- 1.62 Road access to the site is off the roundabout to the south, which serves the present terminal building on the Rochford Road, and via a small roundabout that provides access to the airport retail park. The terminal and station are accessed along the retail park service road, which is 7.3m wide and connects to the airport car park and circulatory road system.
- 1.63 The new station is positioned directly opposite the new terminal building, creating a rectangular space between. The space has a one-way circulation road around its perimeter to serve the two facilities, leaving an island at the centre for the car parking. The formality of the space allows a regular arrangement of car parking spaces around the edge of the space and in blocks across the space.
- 1.64 A glazed canopy protects passengers using the pedestrian route and at each end nodal canopies signify the arrival point to each facility.

- 1.65 The road system is designed as a one-way system passing in front of the terminal before circulating around the car park perimeter to pass in front of the station. 3m wide set down lay-bys are provided along the edge of the road directly in front of the terminal for cars and a taxi stand is provided further along the western boundary in another lay-by.
- 1.66 On the eastern side two further lay-bys provide pick-up and set down space for coaches and buses either side of the station entrance, placing all the public transport areas together for clarity.
- 1.67 Access to the car park areas is from entrances on the west and exits are placed on the east side allowing direct exit from the site or return to the terminal for pick-up. The car park provides 144 plus 5 disabled spaces in the south island and 201 plus 5 disabled spaces in the north island. The disabled parking bays are arranged either side of the pedestrian walkway linking the terminal to the station.
- 1.68 All circulatory roads are 6m wide with car park spaces 5m x 2.5m.
- 1.69 The main pedestrian route linking the terminal and station is raised on a slope to connect the two buildings without the need for stairs or ramps. A raised table at the road crossings at each end of the pedestrian route and in front of the terminal will assist in controlling the traffic speed and will be emphasised by the use of contrasting materials.
- 1.70 Footways 2m wide are provided around the perimeter of the circulation road and extend along the access road to connect the retail park and visitor centre.
- 1.71 The visitor centre is accessed directly off the small roundabout serving the retail park via a short 7.3m wide road. The car park associated with the visitor centre provides 106 spaces, plus 6 disabled bays and 2 delivery spaces adjacent to the building.
- 1.72 Pedestrian access from the retail park to the visitor centre is provided by means of a new pedestrian crossing at the edge of the roundabout across the access road to the airport terminal.
- 1.73 LANDSCAPING ISSUES
The scheme of planting is themed to try and reinforce the structure of the airport master plan strengthening, while 'greening', the architectural character of the site.
- 1.74 Approaching the site along the access road from the south, interlaced trees would line the west side of the road, framing the approach to the terminal building while offering a partial screen to the airfield.
- 1.75 Planting in front of the restaurant and at the terminal end of the covered walkway would be kept low to maintain clear views across the airfield.

- 1.76 Low hedges around the car park would contain the cars from the main circulation route around the site. This structured hedging theme is picked up in the treatment around the perimeter with stepped planting and trees, many of them chosen for being evergreen.
- 1.77 The formal layout and distinct usage requirements of separate vehicular and pedestrian access, parking, 'journey and arrival' are used to delineate and emphasise using a simple, clearly understated palette of hard and soft materials, common to both the terminal and visitor centre external spaces.
- 1.78 Formal avenues of columnar trees would line either side of the central axis from station to terminal. Additionally, a low hedge running inside the trees screens the car parks from the pedestrian route, softening the boundaries between the two functions.
- 1.79 Within the car parks, the planting would be kept to low, evergreen ground cover between the lines of cars with trees to the end of the blocks to bring some vertical structure to the space.
- 1.80 The tree and shrub species have been specially chosen to minimise attraction to birds (which can pose a hazard to aircraft).
- 1.81 The column lighting is located along the centreline of the car parking bays to avoid conflict with the trees and to give an even light distribution, using fittings designed to ensure no upward directed light that might interfere with airfield use.
- 1.82 The external spaces around the station and airport terminal will be lit by a combination of lights from the underside of the canopies and by low level lights set into the ground leading pedestrians to their destination by the cleanest route.
- 1.83 Street furniture, including the lighting, signage, seats and bins, will be of a similar or complementary style (stainless steel in colour/finish) so as to provide continuity with the architecture. Hard materials will also use greys and silvers that will complement this with a sleek but timeless finish, offering variety of texture and clarity of use.

ASSESSMENT OF THE APPLICATION

- 1.84 THE PRINCIPLE – OUTLINE APPLICATION
The outline submission did not stipulate the consideration of any of the detailed matters, purely the principle of the development. However, it was accompanied by illustrative plans and the documents outlined at the beginning of the report.
- 1.85 The illustrative plans submitted with the outline showed a new terminal that would have a design capacity of approximately 300 000 passengers per annum and linked to the station by a covered walkway. Five aircraft stands were indicated to the front of the terminal. The plans also showed a visitor centre with its own car park, and a short stay car park for air passengers.

- 1.86 The outline application agreed the principle of the siting of part of the terminal building, the station and a short stay car park in the Green Belt, with very special circumstances being justified for this element of the proposal. In particular, it was identified that there was no conflict with Green Belt policy as set out in Government guidance and the development plan.
- 1.87 The issues of the principle of the use of the vehicular access from the roundabout at the airport retail park and noise resulting from the development were also addressed at the outline stage and these issues were picked up in the Legal Agreement at this time. In particular:
- The production of noise contours covering all movements;
 - Timing for a noise impact study and monitoring; and
 - Off site highway works.
- 1.88 The principle of expanding the airport is in accordance with Policy BIW8 of the Essex and Southend on Sea Structure Plan, which supports the airport in its function as a regional airport. This position is reinforced by policy TP11 of the Rochford District Council Local Plan First Review and TP10 of the Rochford District Replacement Local Plan Second Deposit Draft, both of which support proposals to maximise the airport's potential.
- 1.89 SITING AND DESIGN OF THE BUILDINGS
The terminal building proposed is not of a landmark design. However, the building is modern and functional and would sit well within the wider site. Therefore it is considered that the building proposed provides the appropriate balance between functionality and design required in this location. Further, the visitor centre and station are designed to complement the terminal building and, as such, the group of buildings created as part of the development will be appropriate in the location for the functioning of the airport.
- 1.90 The terminal building will be sited between 160m and 200m from the nearest residential dwellings. The maximum height of the terminal building would be 10 metres with the departures area facing towards Southend Road. The terminal building would be sited, due to its scale and distance from dwellings, such that it would not have an adverse impact on the residential amenity of any of the dwellings located around the site. This is further demonstrated by the fact that the car park and its associated landscaping will intervene.
- 1.91 The railway station would be the closest built form to the residential dwellings, again with a maximum height of 10 metres where it crosses over the railway line. The buildings either side of the railway line are proposed as curved structures. The footprint, and thus resultant scale, of the structures on either side of the railway line is not excessive and would not unduly dominate the landscape in this location.

- 1.92 The visitor centre is to be sited behind the existing airport retail park, with an independent car park area away from the main terminal building. The centre would be located 157 metres from the nearest residential property and would be visible from some aspects within the wider street scene of Wells Avenue and Eastwood Crescent. The building would not be unduly prominent in the locality as it is well proportioned and of a scale suitable for the location.
- 1.93 The applicant has responded to officers' queries regarding the issue of glare to residential properties and has clarified that the external finish of the buildings will not produce discernable glare as the material has a 'leatherette' finish and that the effect of weathering (producing an aluminium oxide film) will have a dulling effect.
- 1.94 ACCESS AND PARKING
In total there are 345 short stay car parking spaces plus 10 disabled spaces proposed for the main airport terminal building with coach drop off and set down areas and a taxi waiting area. The visitor centre car park provides 110 spaces plus a further 6 disabled spaces. The applicants have indicated that the car parks will be used for staff and passengers in connection with the use of the terminal. They have further indicated that the parking is not intended for commuters using the railway station and this will be discouraged/prevented through the management of the car parking, in particular pricing structures.
- 1.95 It is assumed that the parking provided is based on the anticipated passenger numbers. The spaces layout, size and the provision of disabled spaces accords with the Council's adopted design guidance on parking in LPSPG2. Further, the provision of a landscaping scheme within the car parks to soften the immediate areas also reflects the guidance in LPSPG2.
- 1.96 The proposal will be fully integrated with the railway station and it is clear that the intention is to promote access to the facility using public transport and good pedestrian links within the site to and from the station.
- 1.97 Planning Policy Guidance Note 13 (Transport) seeks to ensure that access to aviation developments by public transport is enhanced and suggests that existing sites with established aviation uses are best for expanding facilities. The note does go on further to suggest that surface access should be planned as part of the wider transport strategy for the local area. This is reflected in the Rochford Replacement Local Plan Second Deposit Draft through policy TP10.
- 1.98 A surface access strategy does not accompany the current application. However, this is a reserved matters submission following an outline application, which was accompanied by a traffic impact assessment that agreed the principle of the location of a terminal building, station and visitor centre that could accommodate a capacity of 300 000 passengers per annum.

1.99 LANDSCAPING

The landscaping proposed around the terminal building and associated car parking area is a mix of slab paving, low groundcover planting, hedging and trees. In ground LED up lighters are also proposed to mark out key pedestrian routes through the site. The planting and paving proposed is sympathetic to the built form it will surround and the planting and lighting will soften the hard surfaces within the locality. The planting will also provide a buffer between the application site and the surrounding landside.

1.100 Similar treatment is proposed for the visitor centre and its car park. Again, the planting will soften the area, as well as providing a buffer to the residential area to the south.

1.101 Examples of the lighting, site furniture, paving and soft landscaping proposed, in context on other sites, have been provided and reinforce the quality of materials proposed and the positive impact they will have on the built environment in the locality.

1.102 Network Rail has commented on the suitability of certain species within close proximity to the railway lines. The applicant will be provided with these comments so that they can liaise with Network Rail regarding this matter.

OTHER

Safeguarding

1.103 The airport company has confirmed in writing that the application does not raise any safeguarding issues, but that this requires confirmation from the aerodrome inspector.

1.104 This is currently being undertaken and Members will be updated verbally regarding this matter.

Night Flights

1.105 The issue of night flights was addressed in the s106 agreement for the outline application with a clause reading:

- No variation to night flying movements contained in the lease from Southend Borough Council without the written consent of Rochford District Council.

Noise Issues

1.106 This issue was addressed at outline stage with a noise study being undertaken and further works/submissions being tied together in the s106 agreement through the airport operating agreement that is to be agreed with Rochford District Council and conditions on the outline approval.

Personal Safety

1.107 The design of the development incorporates large glazed areas in the station and open well-lit walkways between various elements of the site. The landscaping scheme provides lighting on columns throughout the car park and up lighters within the soft landscaping. No comments have been received to date from the Crime Reduction Officer.

Protected Species

- 1.108 In light of the site visit and comments from the Council's own Woodlands and Environmental officer the applicants are undertaking an ecological survey of the site. At the time of writing the findings have not been submitted to the Authority.

CONCLUSION

- 1.109 The principle of the development on the site has been established through the outline 97/00526/OUT. The current submission is for the agreement of Reserved Matters:
- Siting;
 - Design and external appearance of the buildings;
 - Means of access thereto; and
 - Landscaping and lighting.
- 1.110 The buildings proposed would be well located within the site, and would not result in adverse impacts on the surrounding residential dwellings. The designs proposed are modern and functional.
- 1.111 The level of parking proposed is considered acceptable and access to the parking areas is through an access road that is of an appropriate width, whilst the one way system proposed will allow vehicles to enter and leave the site in a forward gear. In addition, the County Surveyor (Highways) raises no objections to the details.
- 1.112 Finally, the landscaping and lighting schemes proposed complement and enhance the built environment whilst guiding visitors through the site in a safe environment.

RECOMMENDATION

- 1.113 It is proposed that this Committee **RESOLVES** to **APPROVE** the application, subject to the following heads of condition:
- 1 SC4 Time Limits
 - 2 SC14 Materials to be Used
 - 3 Landscaping Scheme to be implemented in full and retained in the approved form
 - 4 Details of the covered walkway between the station and terminal to be submitted and agreed
 - 5 Parking areas to be implemented in full and retained in approved form and used for no other purpose that would impede vehicle parking
 - 6 Ecological Assessment
 - 7 A continuous footway (minimum of 2m) should be provided on both sides of the access from the small normal roundabout and on the northern side of the access road to the visitor centre

**PLANNING SERVICES COMMITTEE - 25 November 2004 Item D1
DEFERRED ITEM**

Relevant development plan policies and proposals:

MIN4, C2, BE7, BIW8, BIW9, T3, T6, T12 of the Essex and Southend-on-Sea Replacement Structure Plan

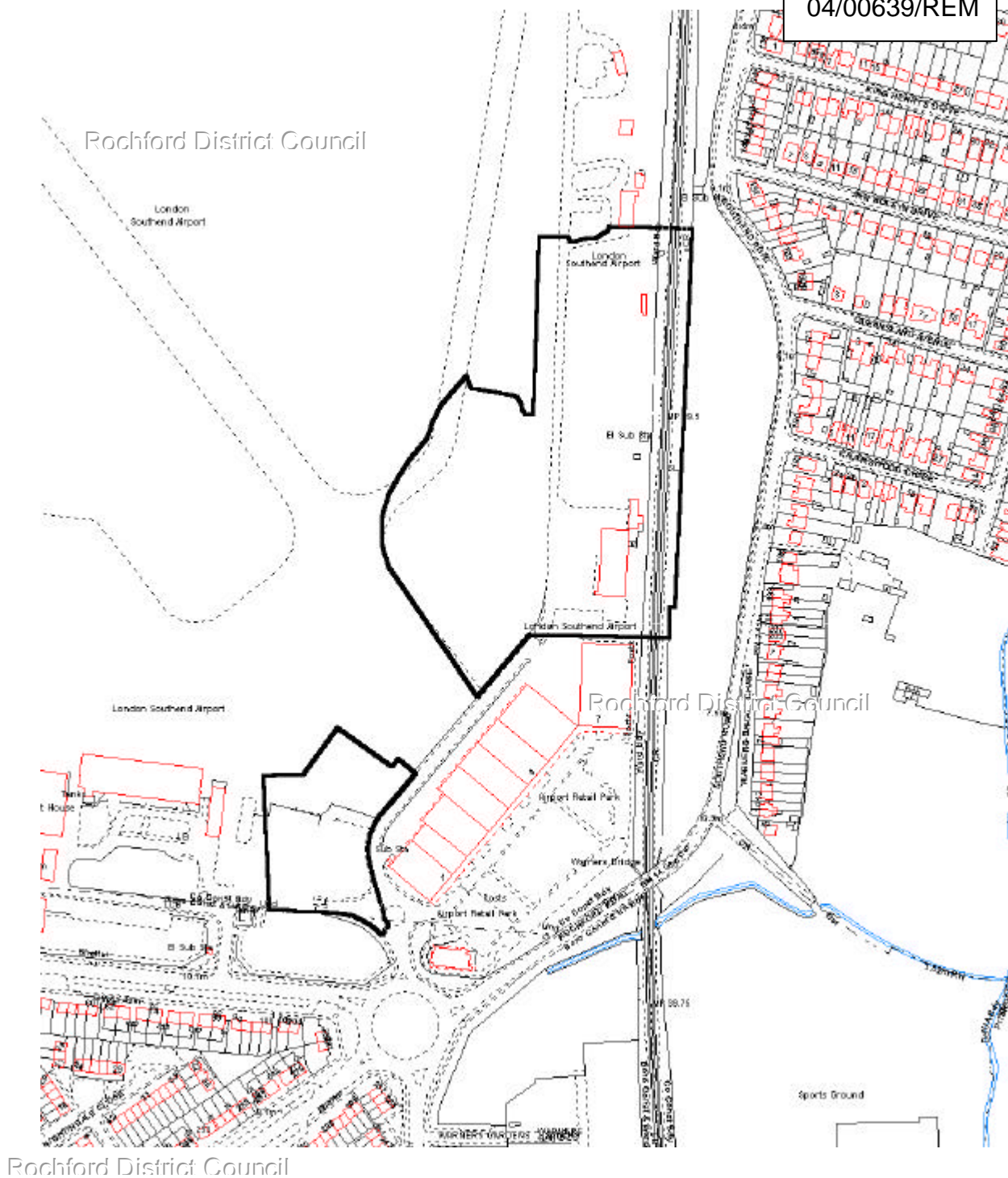
H24, TP11, TP12, GB1, EB1, EB5 of the Rochford District Local Plan First Review

CS1, CS3, CS5, CS6, CS9, TP1, TP2, TP5, TP10, TP11, EB6, R1, HP18, NR7 UT1, PN4, PN5, PN6, PN7 of the Rochford District Local Plan Second Deposit Draft



Shaun Scrutton
Head of Planning Services

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



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NTS



PLANNING SERVICES COMMITTEE - 25 November 2004 Item 2

TITLE : **04/00776/FUL
DEMOLISH EXISTING DWELLING AND ERECT TWO
STOREY BLOCK OF 13 FLATS AND ASSOCIATED
PARKING WITH ACCESS OFF HOCKLEY RISE
1 SOUTHEND ROAD HOCKLEY**

APPLICANT : **SPC LTD**

ZONING : **RESIDENTIAL**

PARISH: **HOCKLEY PARISH COUNCIL**

WARD: **HOCKLEY CENTRAL**

PLANNING APPLICATION DETAILS

- 2.1 English Heritage, the Secretary of State's statutory advisers on the historic environment, have assessed the building and conclude that it **lacks the necessary architectural significance to merit listing**. Having carefully considered all the evidence, the Secretary of State has decided to accept English Heritage's advice and will not be adding the building to the statutory list.
- 2.2 The application seeks full planning permission for the demolition of the existing dwelling and garage on the site and its replacement with a two-storey block of 13 self contained flats (10 two bed and 3 one bed).
- 2.3 The application site is a corner site and the built form of the proposal creates two frontages, one to Hockley Rise and one to Southend Road. Both elevations contain a stepped and broken ridge line with a height of 9 metres adjacent to 2a Hockley Rise, rising to 10.5 metres on the corner of the site, and dropping back to 9 metres adjacent to Harris Court. Between these points the intervening heights vary between 7.9 and 8.5 metres.
- 2.4 The application proposes an access from Hockley Rise with a drive through to a parking area at the rear where 10 parking spaces are provided. A further 3 spaces are proposed in front of the building directly off Hockley Rise, giving a total provision of 13 spaces (one for one).
- 2.5 New boundary treatments are proposed where appropriate, along with a soft landscaping and tree-planting scheme. The provision of a public bench is also proposed on the corner of the site at the junction of Southend Road and Hockley Rise.
- 2.6 Amenity areas are provided for each of the ground floor units and a communal area of amenity space is also proposed, primarily on the corner of the site and screened from the road.

- 2.7 In support of the application the applicants have confirmed that they would be happy to enter into a legal agreement to provide a contribution to Essex County Council for the construction of a pedestrian crossing on Southend Road, should Members be minded to approve the proposal.

RELEVANT PLANNING HISTORY

- 2.8 There is no relevant planning history.

CONSULTATIONS AND REPRESENTATIONS

- 2.9 There have been two rounds of consultation on the application:
Round 1 – Plan DMG/04/103/3
Round 2 – Plan DMG/103/3 Rev B
- 2.10 The difference between the two sets of plans is that the parking allocation for Round 1 was 15 spaces and for Round 2 it has been reduced to 13 spaces and a public bench has been provided on the corner of the site.
- 2.11 The key themes that run through all the neighbour objections are:
- Loss of a 17th Century building that is a landmark in Hockley;
 - Traffic and highway safety issues;
 - The proposal is cramped and an overdevelopment of the site;
 - Impact of the scale, height and density of the scheme; and
 - Pressure that the proposal will put on local infrastructure.
- 2.12 **Round 1**
There have been 160 neighbour representations received, including a petition with 214 signatories. The main points raised are:
- There is too much building in the area already;
 - Not enough doctors, schools and dentists to cope;
 - Overdevelopment and cramped;
 - The trees are in danger;
 - Conflict with PPG3 paragraphs 52 and 53;
 - Unsympathetic and out of character;
 - Increased traffic movements;
 - Proposal is in conflict with Local Plan policy;
 - Policy BE1 of the structure plan – new development should not result in over development, unsympathetic change of loss of amenity;
 - The trees have not been plotted correctly and will have to be severely cut back;
 - Part of the development should be the retention of existing trees and shrubs;
 - Proposing a terrace of flats is out of character with the area as most of the properties are semi detached or detached;
 - Adverse visual impact from loss of existing shrubs and trees;
 - Thirteen flats will generate about 80 traffic movements a day on the access route to The Westerings Primary School, creating highway safety issues;

- The mulberry tree should have been preserved;
- 26 cars introduced where there were previously 2;
- Noise and nuisance from cars coming and going and the occupants of the flats;
- Impact on health of surrounding occupants;
- Further strain on local services;
- Cramped form of development with no private amenity space;
- Car parking running the length of the garden of 2A Hockley Rise is unacceptable and would result in unnecessary noise and disturbance to the detriment of amenities currently enjoyed by the occupier of this property;
- A flank wall just 1m from the boundary with 2A will appear obtrusive and overpowering and will result in overlooking;
- The proposal is in clear conflict with planning policy;
- The builders have breached the planning application by cutting down several old trees;
- The builders have misled the council;
- Work has started despite the plans not being passed;
- The builders have damaged the house and garden;
- Rochford District Council shows a blatant disregard for the destruction of this beautiful property;
- The builder has contacts with Members of the Council and this is the reason that the Council is turning a blind eye;
- The house has been a feature of the village for over 300 years;
- There is nothing for youngsters to do so more families should not be introduced as the area already has a youth problem and lack of policing;
- The site is on the brow of a hill between two bends and the proposed development would increase hazards;
- The speed on the road already causes problems;
- Issues of inadequate sewage and storm water drainage;
- The increase of hard surfacing will only worsen this;
- Houses in the area will be flooded;
- Disruption to residents from building works;
- Quality of life reduced;
- Access for emergency vehicles;
- In reality there will be more than 15 cars;
- Scale, height and density of the buildings is out of proportion;
- Allowing the plan would contradict the Council's motto 'our heritage our future';
- Price of housing means that these properties would not just be occupied by one person;
- Proposed site is opposite Hawkley Meade which has seen five new properties added to the area;
- Cast a shadow over 2A Hockley Rise and Harris Court;
- A property in this area appears on maps going back to 19th Century;
- Only one car parking space for each property therefore visitors will park on surrounding roads exacerbating existing difficulties;
- The Council should serve a building preservation notice so that the suitability of the building for listing can be considered;

- Harris Court is not comparable as a precedent;
- District Local Plan 1995 insists that purpose built flats should fit with their environment;
- These flats are not what could be considered affordable but are cramped and will become the slums of the future;
- This is not a town centre location and so this density is not appropriate;
- Parking provision in PPG3 is not practical;
- ECC Highways say that the proposal will meet Government criteria, but 1 car is different to 26 and local drivers pay no credence to their figures;
- Blacks Farm is seventeenth century; it is on local deeds and Chapman and Andres map of Essex 1777, the Tithe list and map 1843 and in 1967 Benton's History of Rochford Hundred;
- It has served as a doctor's surgery and residence for nearly a century;
- Planning objectives of the policy on the Local List is to retain and conserve architectural heritage throughout the District;
- Considerable 19th century character with minimal 20th century changes;
- The developers' assertions should not be accepted;
- Development is being resisted everywhere else in the District but Hockley is being sacrificed to generate money;
- Policy is guidance not law so Councillors and Planners cannot say that it should be obeyed;
- Even if this is not 17th century in origin, 20th century buildings can still be listed;
- View of beauty over the gardens will be removed and replaced with car park;
- Two storey flats would stand out when approaching Hockley from Hawkwell;
- Short cuts are being taken to rush this project through;
- Contrary to policy UC7;
- Not against the responsible development of suitable land for smaller units as this proposal sets out;
- The Council should give priority to the local opinion even though the rateable value of 13 units will be greater than 1;
- Several near fatal accidents have occurred in Southend Road;
- Preservation orders should be put on the trees;
- The proposal will spoil the village feel of the area;
- This area is already congested at school times with parking by parents going to The Westerings Primary School;
- Children are entitled to a safe journey to school;
- Rochford will soon become one area known as Southend;
- There is no benefit for the local community for the development, only for greedy developers;
- At times of church events (at Emmanuel Church) traffic conditions and road safety will be made worse;
- The Council must be benefiting financially from this application and is therefore turning a blind eye to the destruction of the trees and property before the application is decided;
- The hedgerow supports much birdlife, including sparrows;
- Don't turn Essex into another London borough;

- Road safety is a major issue and road crossings require updating;
- Whilst walking to the station I use the trees to shelter from the rain;
- Devaluation of neighbouring property;
- The junction should have a mini roundabout;
- The proposal will make a mockery of the safer journeys to school initiative;
- Local Authorities are the primary custodians of the historic environment in their areas;
- Support brownfield development but it should not take place at the expense of the character of the area;
- This is not a standard brownfield site due to its prominent address;
- The vehicular access is almost immediately opposite Belchamps Way and extremely close to the main junction of Hockley Rise with Southend Road;
- This will only aggravate an already busy and dangerous junction.

2.13 **Hockley Parish Council** notes that the property is one of the few older properties remaining in Hockley. Its early use is believed to be a farmhouse but it is remembered by older village residents as the home and surgery of a village doctor. The house is believed by some historians to be of some antiquity and there was surprise that it was not listed.

2.14 Concerns raised by residents at the meeting and the Committee are:

- Car parking provision appears to be only one space for each dwelling;
- Vehicles visiting the flat may have to park on adjacent roads which would only exacerbate highway difficulties;
- The proposed access would not improve this situation;
- This is made worse by the school run situation along Hockley Rise;
- Fears of noise, disturbance and overlooking to residents of Harris Court and Hockley Rise;
- Capacity of existing sewerage system to take the additional flow;
- Concern that the trees had been felled and work had already begun on site;
- Strong objection to the fact that such an old building is not protected;
- Rochford District Council should seriously consider serving a Building Preservation Notice;
- The trees should be surveyed with a view to serving TPO's.

2.15 **Woodlands and Environmental Consultation** – the main tree cover is to the front boundary adjacent to a 1m high brick wall. Most of the trees are dead or dying elm that have formed a scrub screen to the front garden. Ivy is also thick amongst the elm and adds to the screen effect. There are several horse chestnuts growing near to or against the brick wall. Two specimens are upright and in reasonable condition but the remainder are very poor quality and have limited potential. The two reasonable specimens are about 7m high with a 22 cm bole diameter at chest height. They do have potential amenity value but this value is insufficient to warrant a TPO. The tree amenity value of the site could be retained with replacement heavy duty planting if the chestnuts were removed. The chestnuts could be retained as parts of any future development of the site but do not at present have sufficient amenity value to be reason to resist the planning application.

- 2.16 **Essex County Council (Learning Services)** - initially requested a developer contribution of £11 696, but withdrew this request as the development only has 11 qualifying units and the trigger level for a contribution is 12 units.
- 2.17 **Essex County Council (Highways)** - there is no objection in principle, subject to the applicant entering into a suitable legal agreement to provide a contribution of £15 000 towards the construction of a new pedestrian crossing facility in Southend Road. The following matters should also be addressed through condition:
- A 4.5m x site maximum visibility splay to be provided along the site frontage with Southend Road, clear of ground level;
 - The new access should be provided with a 1.5m by 1.5m pedestrian visibility splay with no obstruction above 600m;
 - 2m x site visibility splays either side of the new access with no obstruction over 1m;
 - Access way and parking to be paved in a permanent material;
 - The parking area to be suitably signed and marked out on the ground;
 - Each flat to be allocated a parking space.
- 2.18 **Essex County Council (Listed Building and Conservation Area Advice)** – I visited the building on 21 September, and inspected both interior and exterior. Apart from the presence of one large oak beam on the ground floor, I found no evidence of fabric much older than about 1900. The whole structure appeared to be made of brick, with a softwood roof frame with ridge boards. The house is in the manner of the 'Arts and Crafts' style. I assume the oak beam had been salvaged from somewhere else.
- 2.19 A copy of the deeds in my possession, dated 1905, refers to the present house as being "erected thereon or on some part thereof in place of a messuage or tenement known as Blacks Farm, which formerly stood thereon and which has some time since been pulled down." First and second edition OS maps show a substantial farm house with outbuildings known as Blacks Farm, but by the third edition OS map, the name and outbuildings had gone and the house was a distinctly different shape.
- 2.20 My conclusion, therefore, is that the present building was erected on the site of an older farmhouse, some time between c.1898 and 1905. The style, construction and detail of the building would be in accord with this sort of date. Although the house is quite attractive in its own right, I am not of the opinion that it could be considered of particular historic or architectural interest.
- 2.21 **English Nature** - understands that at present (05.10.2004) there is no evidence of protected species on the site. However, advise that bats may use the existing dwelling proposed to be demolished as a permanent or seasonal roof.

Round 2

- 2.22 There have been 135 neighbour representations received which reiterate the previous points outlined above, with the main points regarding the changes to the plans being:
- Reducing car parking creates even further problems for parking on surrounding streets;
 - The final outcome is cut and dried so objecting is a waste of time;
 - The changes proposed are cosmetic; the fundamental concerns remain;
 - 2 less spaces worsens the parking situation;
 - Councillors were elected by local residents and they owe them a duty to protect their interests;
 - Hockley Rise will become an extended parking facility for this project;
 - The valuable architectural and landscaped environmental entrance to Hawkwell should be maintained;
 - Came to Hockley from London to get away from this sort of planning;
 - Addition of land previously allocated as parking will not make a substantial difference to the overall amenity area;
 - An ecological survey has been carried out;
 - The site contains bat roosts that should be protected, not disturbed;
 - 13 spaces is woefully inadequate;
 - The way the developer is handling the application is of concern;
 - Loss to the community of one of its pieces of heritage;
 - Do not welcome a reduction in flora and fauna or open spaces;
 - Do not want further monstrosities like Hawkley Meade;
 - Rochford District Council is intent on wiping out the character and history of Hockley and Hawkwell;
 - The road is a busy cut through;
 - A pedestrian crossing is required anyway and should not just be provided for the residents of the new flats;
 - No more historic buildings should be consigned to builders' rubble.
- 2.23 A letter has been received from the local MP on behalf of several of his constituents. The comments have been included in the above summary of issues.
- 2.24 **Hockley Parish Council** - has no comments on the revised layout, but wish their objections to the scheme in general to be maintained. It was noted that there is a 6' fence on the western boundary between the site and Harris Court, which could be raised to prevent overlooking, or as an alternative a row of trees could be considered. As the Parish Council has already received a request for help to establish a pedestrian crossing it is requested that full consideration is given to the road traffic implications of the proposal.
- 2.25 **Essex County Council (Highways)** - there is no objection in principle, subject to the applicant entering into a suitable legal agreement to provide a contribution of £15 000 towards the construction of a new pedestrian crossing facility in Southend Road. The following matters should also be addressed through condition:

- A 4.5m x site maximum visibility splay to be provided along the site frontage with Southend Road, clear of ground level;
- The new access should be provided with a 1.5m by 1.5m pedestrian visibility splay with no obstruction above 600m;
- 2m x site visibility splays either side of the new access with no obstruction over 1m;
- Access way and parking to be paved in a permanent material;
- The parking area to be suitably signed and marked out on the ground;
- Each flat to be allocated a parking space.

2.26 **Essex Police** - have no objection to the development

2.27 **Essex County Council (Archaeology)** – there are no known archaeological deposits in the area of the development, therefore no recommendations made

2.28 **Woodlands/Environmental Consultation** – a survey was submitted by the applicant, which addressed the potential of protected reptiles in the existing garden and roosting bats in the roof space of the existing building. The initial survey was considered and it was concluded that further work should be carried out. The developer accepted this and further investigations were undertaken by Mr John Dobson, a well-known bat expert. The Authority is now in receipt of Mr Dobson's report, which confirms that although several old bat droppings were found, there has been no bat activity within the building for some considerable time. A licence is not required to remove the building with relation to bats. The reptile part of the first report concluded that no reptiles were present within the application site and no reptile mitigation is required.

MATERIAL PLANNING CONSIDERATIONS

Principle

2.29 **RESIDENTIAL**

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

2.30 **DEMOLITION OF THE EXISTING DWELLING**

The proposal necessitates the demolition of the existing dwelling and garage on the site. The building is attractive in its own right from certain views, but has been extensively altered and extended. The building is not listed or situated within a conservation area. It does, however, appear on the Local List within the Local Plan First Review to which policy UC8 applies, though the Local List does not confer any statutory protection. Within the Replacement Local Plan it is the Council's policy to remove the Local List upon adoption of the Second Deposit Draft.

- 2.31 The Department of Culture, Media and Sport, advised by English Heritage, have considered whether the building should be included on the statutory list. As outlined in the first paragraph of this report, the conclusion made was that the building lacks the necessary architectural significance to merit listing. This decision was accompanied by a report that noted that as an Edwardian building it has a handsome frontage and massing and is of local interest. However, there is no evidence of substantial earlier fabric, nor is there sufficient architectural quality for a house of this period to have special interest in a national context.
- 2.32 Based on the above, it is considered that a reason for refusal based on the demolition of the existing building could not realistically be sustained, notwithstanding the building's inclusion on the Local List.

Scale, Design and Appearance

- 2.33 The scale and appearance of the proposed flats will be a marked change from the single dwelling that currently stands on the site. The existing dwelling sits in the northeast area of the site and is surrounded by mature garden on two sides. The application proposal extends the built form south, within 7m of the boundary of the site on the junction, and then turns the corner and extends towards 2a Hockley Rise, with a separation of 1m being achieved from the boundary with this property.
- 2.34 The proposed building is of a two-storey form with the height varying across the frontages. Essentially the frontages are formed from 8 blocks of built form that are linked together and set back from the road by between 3m – 4m on Southend Road and 7m - 8m on Hockley Rise. The continuous frontage is maintained by access to the rear parking area being provided by bridging over at first floor level to create a drive through. On the rear elevations of the building some of the first floor accommodation is provided using well-proportioned pitch roof dormer windows.
- 2.35 The proposed building is not of an excessive height and bulk. Indeed, the locality is characterised by two storey built form with houses and chalets in Hockley Rise and Southend Road and Harris Court (sheltered flats) in Hillcrest Road to the North. As such, the proposal would not be out of scale or character with its surroundings.
- 2.36 In the main, the heights proposed are 9m or below and thus not greater in bulk or scale than a two storey dwelling house. The highest point of the development is the corner element, which is 10.5m (to the chimney top), with a ridge height of 9.3m. Given that this is the corner of the site furthest from the neighbouring dwellings, this is not considered excessive.
- 2.37 The design proposed is traditional in approach and would create movement in the street scene along with a continuous frontage to both Southend Road and Hockley Rise that is defined and has interest. This is enhanced through the use of a variety of materials on each block of built form and well-composed fenestration.

Access/Parking

- 2.38 It is proposed to form a vehicular access for the development from Hockley Rise and the existing access from Southend Road is to be blocked off.
- 2.39 The County Surveyor (Highways) raises no objection to the proposal, provided that suitable vehicular and pedestrian visibility splays are provided, both along Southend Road and for the new access. Should embers be minded to approve the application, these elements can be secured through the imposition of appropriate conditions.
- 2.40 Parking provision is 13 spaces, providing 1 space per unit with adequate turning area. Given current Government guidance in PPG3 and PPG13 and the adopted parking standards contained in Supplementary Planning Guidance Note 1, a provision of one space per unit is considered acceptable. This is reinforced by the location of the site on a main through route in the District with bus stops in close proximity and Hockley town centre within walking distance.

Amenity Areas

- 2.41 The total provision of amenity space for the scheme is 350 square metres. Within this a patio area is provided for one of the ground floor flats with the rest of the provision being communal and screened where appropriate to afford privacy for residents. This level of provision results in 26.92 square metres of amenity space per flat. The Council's adopted spatial standards require a minimum of 25 square metres of communal garden area per flat and the proposal accords with this standard.

Relationship to Existing Properties

- 2.42 **PHYSICAL BUILD**
The footprint of the proposed flats is substantially different to that of the existing dwelling on site. Whilst the proposed footprint would cover a higher percentage of the site, it would not be as deep as the existing dwelling. As such, the resultant back to side and back-to-back relationships with the adjacent house in Hockley Rise and the flats in Harris Court are considered acceptable.
- 2.43 In particular, the distances from the blocks that would have a rear elevation facing 2a Hockley Rise are 23 and 24 metres (to the boundary of the site) and the back to back distances between Harris Court and the elements that would face it are between 18 and 23 metres. The siting and distances to neighbouring plot boundaries are such that the application cannot be resisted on the loss of amenity to these properties through overlooking.

- 2.44 The element of the proposal sited next to 2a Hockley Rise would be 9 metres in height and set 1m from the boundary with this dwelling, where a garage is located to serve this dwelling. The proposal would not project beyond this property to the rear and therefore loss of light to this dwelling cannot be substantiated. To the front the proposal would sit 2m in front of this property and whilst this would change the setting of this dwelling in the wider street scene it would not lead to loss of light to this dwelling. There are two side windows proposed that would face 2a Hockley Rise. Both of these relate to bathrooms that obscure glazing is appropriate.
- 2.45 **ACTIVITY**
The application proposal would see an additional 12 units introduced on the site that would undoubtedly increase the activity and vehicular movement in the locality when compared to the single family dwelling that is currently in situ. Further, the parking area to the rear would be within 2-4m of the boundary with the garden of 2a Hockley Rise and two spaces would be against the boundary with Harris Court.
- 2.46 In the top northwest corner of the site the relationship would not be dissimilar to that existing, given the location of the current garage that has parking for 2 vehicles and a drive that accesses the garage by running the length of the boundary with Harris Court. Therefore it is not considered that the current proposal materially worsens the situation.
- 2.47 The key element for consideration is the introduction of car parking spaces 3, 4 and 5 that would be positioned south of the area where the current garage now sits and the activity associated with this parking area serving 10 units. Between the spaces and the boundary of the neighbouring property the applicant proposes intervening screening and the installation of a 2m high brick wall. It is considered that the combination of these two strategies would be sufficient to minimise noise from car movement and use.

Miscellaneous

- 2.48 **PROTECTED SPECIES**
Attention has been drawn to the possible presence of protected species in the application site and that bats may be roosting within the roof of the existing dwelling.
- 2.49 An initial survey highlighted that further work was required regarding the presence of Bbts and the applicant has furnished the Council with a bat survey. The Council's Woodland and Environmental Officer is satisfied with the submitted survey that there has been no bat activity in the building for some time. Notwithstanding this, the survey recommends the incorporation of two bat tiles within the ridge of the new build to offer access to the new roof void so that the development will not adversely impact on the local bat population.
- 2.50 **TREES/LANDSCAPING**
The applicants have provided an indication of the landscaping scheme that they propose for the site, should Members be minded to approve the scheme.

- 2.51 Where possible, existing trees have been retained, notably the horse chestnut on Hockley Rise. The two existing horse chestnuts on Southend Road are to be removed and the Council's Woodlands and Environmental Officer has inspected the trees and is of the opinion that many are of poor quality, being within a large amount of scrub, and that the tree amenity of the site may be best improved with new planting.
- 2.52 The landscaping scheme proposed would soften the appearance of the built form when approached from either direction along Southend Road. A mixed hawthorn/holly/hazel hedge is proposed to the frontage with Southend Road and Hockley Rise and the dwarf wall is to be replaced with a 1m fence.
- 2.53 Three new trees are proposed on the corner of the site, 2 mountain ash and a field maple. These trees, combined with the hedge and fence, will provide screening for the amenity area. A further mountain ash is proposed along the Hockley Rise frontage. Within the site the landscaping is lawned areas, shrubs and paths around the buildings.

CONCLUSION

- 2.54 It is considered that the residential redevelopment of this site is acceptable in principle. The design proposed is of a size and scale that would be acceptable in the street scene of the locality. The development would not have a material impact on the amenities of the occupiers of adjacent/nearby properties and it would comply with the Council's adopted spatial standards for residential development.

RECOMMENDATION

- 2.55 It is proposed that this Committee **RESOLVES to APPROVE** the application, subject to a **LEGAL AGREEMENT** appropriate or other mechanism covering the following:
- a) The applicant to provide a contribution of £15 000 towards the construction of a new pedestrian crossing facility in Southend Road.

And the following heads of condition:

- 1 SC4 Time Limits
- 2 SC14 Materials to be submitted
- 3 Provision of bat tiles to ridge of new roof
- 4 SC9A Removal of Building
- 5 SC22A PD Restricted – Windows
- 6 SC23 PD Restricted – Obscure Glazing
- 7 SC50A Means of Enclosure – full
- 8 SC59 Landscaping Details – full
- 9 A 4.5m x site maximum visibility splay to be provided along the site frontage with Southend Road, clear of ground level.
- 10 SC66 Pedestrian Visibility Splays
- 11 SC64 Visibility Splays – Details
- 12 SC68 Vehicular Access – Details

PLANNING SERVICES COMMITTEE - 25 November 2004 Item 2

- 13 SC76 Parking and Turning Space
- 14 SC90 Surface Water Drainage
- 15 SC91 Foul Water Drainage

Relevant Development Plan policies and proposals:

H16, H11, H24, TP15, UC7 of the Rochford District Local Plan First Review

HP6, HP11, HP18, TP9 of the Rochford District Local Plan Second Deposit Draft

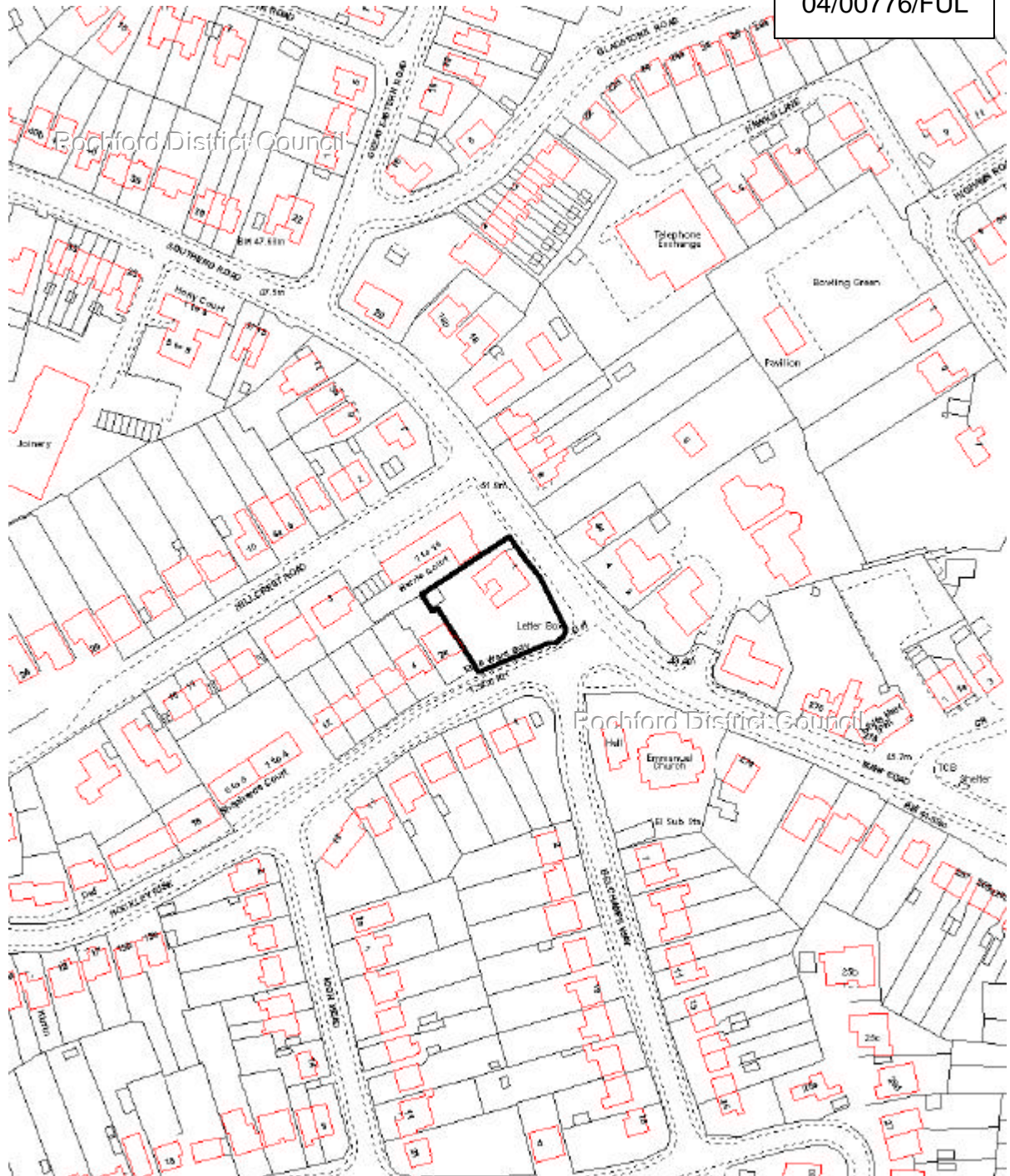
BE1, H3, H4 of the Essex and Southend-on-Sea Replacement Structure Plan



Shaun Scrutton
Head of Planning Services

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

04/00776/FUL



Rochford District Council

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TITLE : **04/00783/GD**
CIRCULAR 18/84 APPLICATION TO INSTALL A MOBILE
BUILDING TO BE USED FOR MOD AS SECURITY
SCREENING PERSONNEL PRIOR TO THEIR ACCESS TO
THE SITE
LAND AT LANDWICK GATE BRIDGE ROAD, FOULNESS
ISLAND

APPLICANT : **AMEY BUSINESS SERVICES**

ZONING : **METROPOLITAN GREEN BELT**

PARISH: **GREAT WAKERING PARISH COUNCIL**

WARD: **FOULNESS AND GREAT WAKERING**

PLANNING APPLICATION DETAILS

- 3.1 This application relates to an application submitted under Circular 18/84 (Government Department) applications and advises of their intentions to erect a mobile modular building to be used for the screening of personnel prior to accessing the site.
- 3.2 The building will measure 6m X 3m X 2.5m (approx).

CONSULTATIONS AND REPRESENTATIONS

- 3.3 **Defence Estates:-** Asks for further time to respond.
- 3.4 **English Nature:-** No comments to make.
Essex Badger Protection Group:- Suggest a survey of protected species should be undertaken.
- 3.5 **Essex Highways Officer:-** De minimus.
- 3.6 **Head of Housing, Health and Community Care:-** No adverse comments.

MATERIAL PLANNING CONSIDERATIONS

- 3.7 The application site is located within the Metropolitan Green Belt and as such has to be assessed against Government advice and Policy guidance in terms of appropriate development.

- 3.8 This proposal falls outside of the definition of appropriate development within the Green Belt. However, it is considered that, taking into account the need for site safety/security, the small scale of the proposal and the national interest that very special circumstances exist and therefore it is considered that the development is acceptable within the Green Belt.
- 3.9 Given the size of the structure and its setting it would not materially affect the openness of the Green Belt to such an extent to justify a refusal of planning permission.

RECOMMENDATION

- 3.10 That the applicant be advised that Rochford District Council has **no objections** to the proposal.

Relevant Development plan policies and proposals:

GB1 of the Rochford District Local Plan First Review

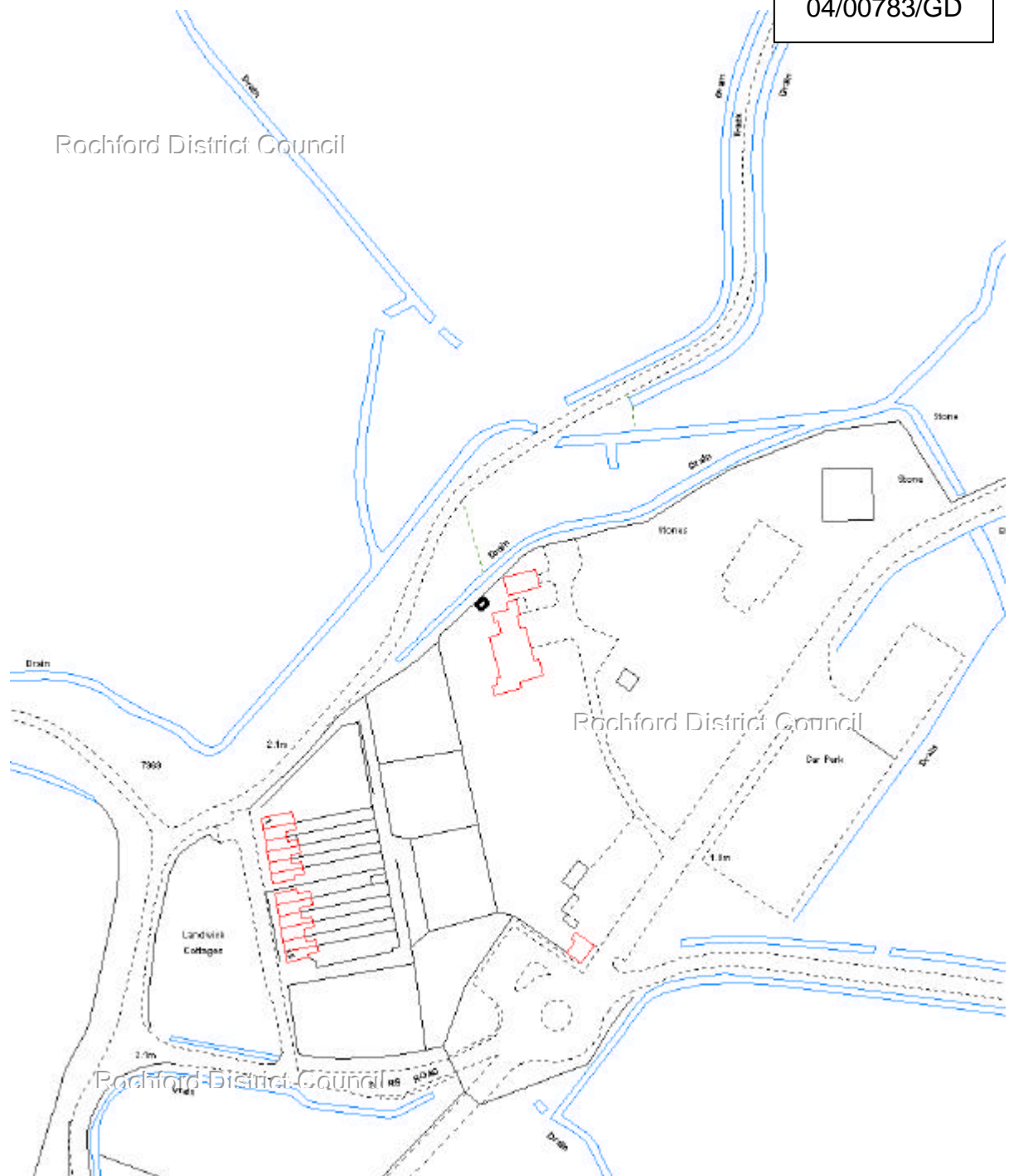
C2 of the Essex and Southend-on-Sea Replacement Structure Plan



Shaun Scrutton
Head of Planning Services

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

04/00783/GD



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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.**