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**17/00964/FUL**

**RE-DEVELOPMENT OF FORMER PRISON COMPLEX TO PROVIDE 72 DWELLINGS COMPRISING 14 NO. FIVE-BEDROOMED, 13 NO. FOUR-BEDROOMED, 18 NO. THREE-BEDROOMED, 9 NO. TWO-BEDROOMED HOUSES AND 9 NO. TWO-BEDROOMED AND 9 NO. ONE-BEDROOMED APARTMENTS**

**BULLWOOD HALL, BULLWOOD HALL LANE, HOCKLEY, ESSEX**

**APPLICANT: SANCTUARY GROUP**

**ZONING: METROPOLITAN GREEN BELT AND UPPER ROACH VALLEY**

**PARISH: RAYLEIGH TOWN COUNCIL**

**WARD: TRINITY**

## **1 PLANNING APPLICATION DETAILS**

- 1.1 This application is to the former site of Her Majesty's Prison Bullwood Hall located south of High Road and adjoining Hockley Woods. The site is accessed from a junction made with High Road 390m west of the junction made with Fountain Lane. Outline planning permission for sixty dwellings was granted planning permission on this site on 2 January 2016.
- 1.2 The current application is a full application for 72 dwellings requiring reconsideration of the principles and details for the development of the site as proposed. This application is not connected to the previous outline permission. The application is not reserved matters pursuant to the outline permission. The outline permission is, however, relevant in that further reserved matters pursuant to the outline permission can be made until 21 January 2019.
- 1.3 The proposal would utilise the existing access as has been modified as part of the grant of outline permission to improve south bound access and exit onto High Road.
- 1.4 The proposal would re-develop the main part of the site that was given over to the prison buildings and car parking areas. The re-development also includes an area to the north of the existing row of houses given over to car parking

and the re-development of an area to the south of the same group that was given over to a hostel building. The application also includes the offering up and transfer of Whitbreads Wood to the Council as an extension of the Hockley Woods public open space.

- 1.5 The application was revised on 9 February 2018 to reposition the house proposed to plot 4 an increased distance from 2.5m to 4m, increasing the side isolation space to the existing dwelling No. 7 Bullwood Hall Lane a further 1.5m in response to representations made by that neighbour.
- 1.6 The application was revised on 3 April to revise the layout to achieve the Council's garden area requirements by removing one plot from the main part of the layout and adding it to the group adjoining the existing houses to the south and changing some formats to terraces.
- 1.7 At that time the following revisions to the designs were also made to incorporate changes requested by the County Council's urban designer:
  - House type C1 – reduced ridge height and gable introduced to rear and C1 variant introduced for dual aspect (window pattern) onto open corner plots.
  - House type C2 – tile hanging replaced by horizontal weatherboarding.
  - House type D1 – variant.
  - Apartment blocks – tile hanging replaced by horizontal weatherboarding and finials and gablets removed to reflect a barn style aesthetic. Balcony detail simplified.
  - Apartment blocks – expression of feature gable enhanced by use of black horizontal weatherboarding.
  - Apartment block – cycle store revised from brickwork finish to weatherboarding.
- 1.8 The proposed layout of the site would comprise fourteen five-bedroomed detached houses in three different designs, thirteen four-bedroomed detached houses in two different designs, eighteen three-bedroomed houses in semi-detached and terraced versions with handed variants and nine semi-detached and terraced two-bedroomed houses with two variants with different window arrangements.
- 1.9 The apartments would be in two three storey pitched roofed buildings located in the north east corner of the site backing onto Hockley Woods.
- 1.10 The apartments and two pairs of semi-detached two-bedroomed houses would be available for social rent. A pair and a terrace of three two-bedroomed houses would be available for shared ownership.

1.11 Accompanying the application are the following supporting documents:

- Archaeological Evaluation
- Design and Access Statement
- Updated Ecological Assessment
- Flood Risk Assessment and Drainage Strategy
- Preliminary Environmental Risk Assessment
- Planning Statement
- Health impact assessment
- Affordable housing statement
- Construction management plan
- Transport Assessment
- Statement of Community Engagement
- Tree Survey
- Heritage Statement
- Landscape Strategy and Report

## **2 THE SITE**

2.1 The former prison site was decommissioned by the Ministry of Justice (MoJ) and closed in March 2013 as part the Government's wider modernisation programme to improve the operational efficiency of the prison estate. The closure of HMP Bullwood Hall was part of the wider Government's prison modernisation programme.

2.2 The application site is shown edged red on the submitted Location Plan and is an irregularly shaped area that measures 2.85 hectares. This land primarily comprises previously developed land associated with the former prison use, including buildings and hardstanding associated with the prison itself, amenity grassland and scrub. The blue line on the Location Plan shows the additional land under the ownership of the applicant which measures 19.5 hectares (net amount), which is not part of this application. Outline planning permission was granted on 22 January 2016 for the re-development of the site for 60 dwellings, including a revised access arrangement onto High Road. The access revisions have now been implemented. The prison buildings are in the process of being demolished.

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- 2.3 The total gross internal area of all the existing prison buildings on site within the application area was 11,046 sq m.
- 2.4 The main part of the prison site was enclosed by a wall on all sides. This part of the prison was first constructed in the 1960s. Within the prison walls were a number of buildings in a compact arrangement interspersed with open spaces. The main prison block was to the northwest within the prison walls and formed a central courtyard. It was three storeys of brick construction under a large pitched roof which featured substantially to the overall storey height. Ancillary buildings were primarily a range of brick and pre-fabricated construction. The height across the site ranged from one to three storeys.
- 2.5 Outside the former prison walls are large areas of open land bounded by mature trees. Two areas of parking for the former prison lie directly to the north and west of the former prison walls. Whitbreds Wood (6.6 ha) adjoins the north-eastern and eastern boundary of the former prison walls.
- 2.6 To the west of the former prison walls lies Bullwood Hall. The building, which is locally listed was constructed in the late 19<sup>th</sup> century. It is a three storey building with a rendered façade painted white under a pitched tiled roof. Unlike the previous outline permission, this building does not form part of the application site.
- 2.7 West of Bullwood Hall lies a three storey building of brick construction under a pitched roof, that may have previously provided staff accommodation but was more recently as a hostel. The application includes the demolition and re-development of this part of the site.
- 2.8 The surrounding area of the former prison site is located in a semi-rural location, bounded to the east by woodland, to the south by unmanaged grassland planting with saplings, to the west by arable farming and to the north by a combination of woodland and grassland much of which again has been planted with saplings.
- 2.9 Immediately to the west of the application site are seven residential properties built originally as staff houses, now in private ownership. This group of buildings is also excluded from the application site and would be retained alongside the new development.
- 2.10 Further north along Bullwood Hall Lane and closer to the site entrance are a number of detached residential properties, some of which are Grade II listed including North Lodge, Whitbreds, South Lodge and the barn on the west side of the lane, 70 metres north of South Lodge.
- 2.11 The site is surrounded by a comprehensive network of public rights of way (PROW). Public footpath No. 3 follows Bullwood Hall Lane from its junction with High Road south towards the site. Public footpath 49 runs along the western edge of the site entering the site at its southern end. Public footpath

65 runs along the southern edge of the site and forms a connection with Bullwood Hall Lane to the south and Hockley Woods.

- 2.12 A Tree Preservation Order (TPO 11/15) has been served by the Council to protect the better tree specimens within the site, in particular those located along the access road avenue of horse chestnuts and the open space to the frontage of Bullwood Hall.

### **3 RELEVANT PLANNING HISTORY**

- 3.1 The planning history principally comprises mainly minor alterations and works to the prison. Up until June 2006 prison related development enjoyed Crown immunity (i.e. immune from the planning system) with Notices of Proposed Development being issued to local planning authorities. From 7 June 2006, the Planning Acts and statutory planning system applied to Crown land. Below is a summary of relevant planning applications which are publicly accessible. Planning references including an asterisk were carried out under Circular procedure and did not require planning permission from the Local Planning Authority.
- 3.2 Application No. 08/00210/FUL - Installation of 2 no five metre high pole mounted CCTV cameras within secure compound area adjacent to perimeter fence – APPROVED
- 3.3 Application No. 07/01118/FUL - Provide 1.8 metre diameter satellite dish on 'A' Block roof – APPROVED
- 3.4 Application No. 07/01018/FUL - Provision of new pitched roof over existing flat roofed areas of prison building – APPROVED
- 3.5 Application No. 03/00035/GD\* - Erection of 3 fire escapes to wings a, c and f – NO OBJECTIONS RAISED
- 3.6 Application No. 03/00418/GD\* - Erect prefabricated classroom/maintenance and workshop extension – NO OBJECTIONS RAISED
- 3.7 Application No. 01/00086/GD\* - Install 5 wire security feature to inside of top existing fencing – NO OBJECTIONS RAISED
- 3.8 Application No. 00/00324/OUT - Outline planning permission for residential development – REFUSED
- 3.9 Application No. 99/00327/GD\* - Retrospective permission to retain extension to existing workshop – NO OBJECTIONS RAISED
- 3.10 Application No. 98/00472/GD\* - Erect 40 person accommodation block new workshop and realign existing security fence – NO OBJECTIONS RAISED
- 3.11 Application No. 97/00591/GD\* - Single storey detached building for staff amenity accommodation – NO OBJECTIONS RAISED

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- 3.12 Application No. 97/00045/GD\* - Convert existing kitchen and office floor space to living accommodation comprising 14 additional cells – NO OBJECTIONS RAISED
- 3.13 Application No. 94/00633/GD\* - Single storey kitchen/dining room extension and covered walkway – NO OBJECTIONS RAISED
- 3.14 Application No. 84/00516/FUL - Erection of wire mesh security fence – APPROVED
- 3.15 Application No. 15/00379/OUT – Outline application to demolish existing prison complex buildings, convert Bullwood Hall into a terrace of three houses incorporating extension, provide residential development of 60 no. dwellings, alterations to access and access road. Permission granted 22 January 2016.

#### **4 CONSULTATIONS AND REPRESENTATIONS**

##### **Rayleigh Town Council**

- 4.1 Based on the information provided to the Planning Committee the Town Council has no objection to this application.

##### **Essex County Council Education**

- 4.2 Advises that the proposed development is located within the Trinity Ward. According to Essex County Council's childcare sufficiency data, published in summer 2017, there are five providers of early years and childcare in the area. Of these there are three pre-schools and two child minders. Overall a total of 7 unfilled places were recorded for two year olds and 7 unfilled places were recorded for three and four year olds. For Essex County Council to meet its statutory duties it must both facilitate sufficient places to meet free childcare entitlement demand and also ensure a diverse range of provision so that different needs can be met. As there are sufficient places available a developer's contribution towards new childcare places will not be required for this application at this point in time.
- 4.3 Advises there are still sufficient primary school places within the area. On the face of it, it looks like secondary places could be required but we already have a project to expand Fitzwimarc, partially funded by Section 106 obligations and Education and Skills Funding Agency (ESFA) monies. I expect we previously said no because of reg. 123 and, even if we had a case, this probably wouldn't be large enough to risk taking up a slot.

##### **Essex County Council Highways**

- 4.4 From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority, subject to the following mitigation and conditions.

- 4.5 All housing developments in Essex which would result in the creation of a new street (more than five dwelling units communally served by a single all purpose access) will be subject to The Advance Payments Code, Highways Act 1980. The developer will be served with an appropriate notice within 6 weeks of Building Regulations approval being granted and prior to commencement of any development must provide guaranteed deposits which will ensure that the new street is constructed in accordance with acceptable specification sufficient to ensure the continued safe passage of the public on the definitive right of way.
- 4.6 The public right of way (PROW) network is protected by the Highways Act 1980. Any unauthorised interference with any route noted on the definitive map of PROW is considered to be a breach of this legislation. The public's rights and ease of passage over public footpath No. 3 (Hockley) running into No. 49 (Rayleigh) shall be maintained free and unobstructed at all times to ensure the continued safe passage of the public on the definitive right of way.
- 4.7 The grant of planning permission does not automatically allow development to commence. In event of works affecting the highway, none shall be permitted to commence until such time as they have been fully agreed with the County Highway Authority. In the interests of highway user safety this may involve the applicant requesting a temporary closure of the definitive route using powers included in the aforementioned Act. All cost associated with this shall be borne by the applicant and any damage caused to the route shall be rectified by the applicant within the timescale of the closure.

Condition:

Travel plans and sustainable transport

1. Prior to the occupation of the proposed residential development, the Developer shall provide a Residential Travel Information Pack for every household for sustainable transport, to include six one day travel vouchers for bus travel approved by Essex County Council.

#### **Essex County Council Flood and Water Management**

- 4.8 As the Lead Local Flood Authority (LLFA) this Council provides advice on SuDS schemes for major developments. We are statutory consultee on surface water from 15 April.
- 4.9 In providing advice this Council looks to ensure sustainable drainage proposals comply with the required standards as set out in the following documents:
- Non-statutory technical standards for sustainable drainage systems
  - Essex County Council's (ECC's) adopted Sustainable Drainage Systems Design Guide
  - The CIRIA SuDS Manual (C697)

- BS8582 Code of practice for surface water management for development sites.

#### Lead Local Flood Authority Position

- 4.10 Having reviewed the Flood Risk Assessment and the associated documents which accompanied the planning application, we do not object to the granting of planning permission based on the following:

#### Condition 1

- 4.11 No works shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme should include but not be limited to:
- Limiting discharge rates to the 1 in 1 year green field rate for all storm events up to and including the 1 in 100 year rate plus 40% allowance for climate change.
  - Provide sufficient storage to ensure no off site flooding as a result of the development during all storm events up to and including the 1 in 100 year plus 40% climate change event.
  - Final modelling and calculations for all areas of the drainage system.
  - The appropriate level of treatment for all run off leaving the site, in line with the CIRIA SuDS Manual C753.
  - Detailed engineering drawings of each component of the drainage scheme.
  - A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.
  - A written report summarising the final strategy and highlighting any minor changes to the approved strategy.

The scheme shall subsequently be implemented prior to occupation.

#### Reason

- To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.
- To ensure the effective operation of SuDS features over the lifetime of the development.
- To provide mitigation of any environmental harm which may be caused to the local water environment

- Failure to provide the above required information before commencement of works may result in a system being installed that is not sufficient to deal with surface water occurring during rainfall events and may lead to increased flood risk and pollution hazard from the site.

#### Condition 2

No works shall take place until a Maintenance Plan detailing the maintenance arrangements including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies, has been submitted to and agreed, in writing, by the Local Planning Authority.

Should any part be maintainable by a maintenance company, details of long term funding arrangements should be provided.

#### Reason

To ensure appropriate maintenance arrangements are put in place to enable the surface water drainage system to function as intended to ensure mitigation against flood risk.

Failure to provide the above required information before commencement of works may result in the installation of a system that is not properly maintained and may increase flood risk or pollution hazard from the site.

#### Condition 3

The applicant or any successor in title must maintain yearly logs of maintenance which should be carried out in accordance with any approved Maintenance Plan. These must be available for inspection upon a request by the Local Planning Authority.

#### Reason

To ensure the SuDS are maintained for the lifetime of the development as outlined in any approved Maintenance Plan so that they continue to function as intended to ensure mitigation against flood risk.

### **Essex County Council Historic Buildings and Conservation**

- 4.12 The applicant seeks permission for the erection of 72 dwellings on land at Bullwood Hall, close to Hockley. The application follows the grant of outline permission for the development of the site (reference 15/00379/OUT) on which I previously commented. Within these comments I did not raise an objection to the development of the land around Bullwood Hall, a non-designated heritage asset which was included on Rochford's Local List of Heritage Assets. I also did not believe that the development would in principle have an unacceptable impact on the significance of the four listed buildings which flank Bullwood Hall Lane (North Lodge, South Lodge, the Barn associated with Barn Lodge and Whitbreads).

- 4.13 However, I did raise concerns as to the physical impact on these buildings during the construction phase, particularly in relation to vibration or vehicle strikes, and therefore commented that I would want to see a scheme of mitigation set out to preserve the Listed Building. This should include, but not be limited to, setting out clearly designated passing points to ensure vehicles are not passing or reversing in close proximity to the Listed Building, installing monitors at South Lodge to monitor building movement to ensure that vehicle movement is not having a detrimental impact on the Listed Building and limiting the size/weight of vehicles using the access to ensure the preservation of the Listed Buildings.
- 4.14 This phase of the application relates to the detailed design of the scheme, including the layout of the houses and their elevational treatments. Given that there is not a prevailing architectural character which defines the area, and the impact on the hall will be defined by the principle of development as opposed to the specific detailing, I have no objection from a conservation perspective to the proposed design of the houses. Given that the master plan also appears to give the hall a wider and better maintained landscape in which to be experienced, and it seeks in part to reinstate longer views of the building, I would also not have an objection to the proposed layout as set out.
- 4.15 I therefore would not offer an objection to the application as it is set out, provided that the local authority is confident that the submitted information for this and the previous outline consent will overcome the comments I made as to the preservation of the listed buildings during the construction phase.
- 4.16 I would also highlight that the acceptability of the outline consent was highly predicated on the basis that Bulwood Hall would be retained and converted. The building, albeit requiring restoration, exhibits architectural and historic significance and I would reiterate the comments made by my colleague that there is a strong objection from a heritage perspective to its demolition. I would also comment that there is a strong functional and historic association between the two listed lodge buildings and the hall, and the demolition of the hall would be considered to result in harm to the significance of these listed buildings. Whilst there is no visual interrelationship between the hall and the lodges, the recent high court decision of Mrs Justice Laing in relation to a development site near to Kedleston Hall in Derbyshire reiterates the point that there does not need to be a visual interrelationship for it to fall within the setting of a heritage asset, or for its to contribute to its significance.

### **Natural England**

The Wildlife and Countryside Act 1981 (as amended) The Conservation of Habitats and Species Regulations 2010 (as amended)

- 4.17 Natural England's comments in relation to this application are provided in the following sections.

Statutory Nature Conservation Sites – no objection.

- 4.18 Natural England has assessed this application using the Impact Risk Zones data (IRZs). Natural England advises your authority that the proposal, if undertaken in strict accordance with the details submitted, is not likely to have a significant effect on the interest features for which Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA and Ramsar has been classified. Natural England therefore advises that your Authority is not required to undertake an Appropriate Assessment to assess the implications of this proposal on the site's conservation objectives.
- 4.19 In addition, Natural England is satisfied that the proposed development being carried out in strict accordance with the details of the application, as submitted, will not damage or destroy the interest features for which the Crouch and Roach Estuaries and Hockley Woods SSSI have been notified. We therefore advise your authority that these SSSI do not represent a constraint in determining this application. Should the details of this application change, Natural England draws your attention to Section 28(I) of the Wildlife and Countryside Act 1981 (as amended), requiring your authority to re-consult Natural England.

#### Protected Species

- 4.20 We have not assessed this application and associated documents for impacts on protected species.
- 4.21 Natural England has published Standing Advice on protected species.
- 4.22 You should apply our Standing Advice to this application as it is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation.
- 4.23 The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence is needed (which is the developer's responsibility) or may be granted.

#### Local Sites

- 4.24 If the proposal site is on or adjacent to a local site, e.g. Local Wildlife Site, Regionally Important Geological/Geomorphological Site (RIGS) or Local Nature Reserve (LNR) the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local site before it determines the application.

#### Sites of Special Scientific Interest Impact Risk Zones

- 4.25 The Town and Country Planning (Development Management Procedure) (England) Order 2015 requires local planning authorities to consult Natural England on "Development in or likely to affect a Site of Special Scientific

Interest” (Schedule 4, w). Our SSSI Impact Risk Zones are a GIS dataset designed to be used during the planning application validation process to help local planning authorities decide when to consult Natural England on developments likely to affect a SSSI. The dataset and user guidance can be accessed from the data.gov.uk website

### **NHS Castle Point and Rochford Clinical commissioning Group (CCG)**

- 4.26 Further to a review of the applicant’s submission the following comments are with regard to the primary healthcare provision on behalf of Castle Point and Rochford CCG, incorporating NHS England Midlands and East (East).

#### Existing Healthcare Position Proximate to the Planning Application Site

- 4.27 The proposed development is likely to have an impact on the services of one main GP practice and its branch surgery operating within the vicinity of the application site. The GP practice does not have capacity for the additional growth resulting from this development.
- 4.28 The proposed development will be likely to have an impact on the NHS funding programme for the delivery of primary healthcare provision within this area and specifically within the health catchment of the development. Castle Point and Rochford CCG would therefore expect these impacts to be fully assessed and mitigated.

#### Review of Planning Application

- 4.29 The planning application does not appear to include a Health Impact Assessment or propose any mitigation of the healthcare impacts arising from the proposed development.
- 4.30 A Healthcare Impact Assessment (HIA) has been prepared by Castle Point and Rochford CCG to provide the basis for a developer contribution towards capital funding to increase capacity within the GP catchment area.

#### Assessment of Development Impact on Existing Healthcare Provision

- 4.31 The existing GP practice does not have capacity to accommodate the additional growth resulting from the proposed development and cumulative growth in the area. The development could generate approximately 180 residents and subsequently increase demand upon existing constrained services.
- 4.32 4.2 The primary healthcare service directly impacted by the proposed development and the current capacity position is shown in Table 1.

**Table 1: Summary position for primary healthcare services within a 2km catchment (or closest to) the proposed development**

Premises	Weighted List size <sup>1</sup>	NIA (m2) <sup>2</sup>	Capacity <sup>3</sup>	Spare Capacity (NIA m2) <sup>4</sup>
The Jones family practice (including its branch)	13,034	703.56	10,260	-190.20
<b>Total</b>	<b>13,034</b>	<b>703.56</b>	<b>10,260</b>	<b>-190.20</b>

Notes:

1. The weighted list size of the GP Practice based on the Carr-Hill formula, this figure more accurately reflects the need of a practice in terms of resource and space and may be slightly lower or higher than the actual patient list.
  2. Current Net Internal Area occupied by the Practice
  3. Based on 120m<sup>2</sup> per GP (with an optimal list size of 1750 patients) as set out in the NHSE approved business case incorporating DH guidance within "Health Building Note 11-01: facilities for Primary and Community Care Services"
  4. Based on existing weighted list size
- 4.33 The development would have an impact on primary healthcare provision in the area and its implications, if unmitigated, would be unsustainable. The proposed development must therefore, in order to be considered under the 'presumption in favour of sustainable development' advocated in the National Planning Policy Framework, provide appropriate levels of mitigation.
- 4.34 Healthcare Needs Arising from the Proposed Development
- 4.35 The intention of Castle Point and Rochford CCG is to promote Primary Healthcare Hubs with co-ordinated mixed professionals. This is encapsulated in the strategy document: The NHS Five Year Forward View.
- 4.36 The development would give rise to a need for improvements to capacity, in line with emerging CCG Estates Strategy, by way of extension, refurbishment, reconfiguration or potential relocation at the Jones Family Practice (including its branch); a proportion of the cost of which would need to be met by the developer.
- 4.37 Table 2 provides the Capital Cost Calculation of additional primary healthcare services arising from the development proposal.

**Table 2: Capital Cost calculation of additional primary healthcare services arising from the development proposal**

<b>Premises</b>	<b>Additional population growth (72 dwellings)<sup>5</sup></b>	<b>Additional floorspace required to meet growth (m<sup>2</sup>)<sup>6</sup></b>	<b>Spare capacity (NIA)<sup>7</sup></b>	<b>Capital required to create additional floorspace(£)<sup>8</sup></b>
The Jones family practice	180	12.34	-190.20	28,382
<b>Total</b>	<b>180</b>	<b>12.34</b>	<b>-190.20</b>	<b>£28,382</b>

**Notes:**

5. Calculated using the Rochford District average household size of 2.5 taken from the 2011 Census: Rooms, bedrooms and central heating, local authorities in England and Wales (rounded to the nearest whole number).

6. Based on 120m<sup>2</sup> per GP (with an optimal list size of 1750 patients) as set out in the NHSE approved business case incorporating DH guidance within “Health Building Note 11-01: facilities for Primary and Community Care Services”

7. Existing capacity within premises as shown in Table 1

8. Based on standard m<sup>2</sup> cost multiplier for primary healthcare in the East Anglia Region from the BCIS Public Sector Q3 2015 price and cost Index, adjusted for professional fees, fit out and contingencies budget (£2,300/m<sup>2</sup>), rounded to nearest £100.

4.38 A developer contribution will be required to mitigate the impacts of this proposal. NHS England calculates the level of contribution required, in this instance to be £28,382. Payment should be made before the development commences.

4.39 Castle Point and Rochford CCG therefore requests that this sum be secured through a planning obligation linked to any grant of planning permission, in the form of a Section 106 planning obligation.

**Conclusions**

4.40 In its capacity as the primary healthcare commissioner with full delegation from NHS England, Castle Point and Rochford CCG has identified that the development will give rise to a need for additional primary healthcare provision to mitigate impacts arising from the development.

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- 4.41 The capital required through developer contribution would form a proportion of the required funding for the provision of capacity to absorb the patient growth generated by this development.
- 4.42 Assuming the above is considered in conjunction with the current application process, Castle Point and Rochford CCG would not wish to raise an objection to the proposed development. Otherwise the Local Planning Authority may wish to review the development's sustainability if such impacts are not satisfactorily mitigated.
- 4.43 The terms set out above are those that Castle Point and Rochford CCG deem appropriate having regard to the formulated needs arising from the development.
- 4.44 6.5 Castle Point and Rochford CCG is satisfied that the basis and value of the developer contribution sought is consistent with the policy and tests for imposing planning obligations set out in the NPPF.

### **Sport England**

- 4.45 The proposed development does not fall within either our statutory remit (Statutory Instrument 2015/595), or non-statutory remit (National Planning Policy Guidance (PPG) Par. 003 Ref. ID: 37-003-20140306), therefore Sport England has not provided a detailed response in this case, but would wish to give the following advice to aid the assessment of this application.
- 4.46 If the proposal involves the loss of any sports facility then full consideration should be given to whether the proposal meets Par. 74 of National Planning Policy Framework (NPPF), link below, is in accordance with local policies to protect social infrastructure and any approved Playing Pitch Strategy or Built Sports Facility Strategy that the local authority has in place.
- 4.47 If the proposal involves the provision of a new sports facility, then consideration should be given to the recommendations and priorities set out in any approved Playing Pitch Strategy or Built Sports Facility Strategy that the local authority may have in place. In addition, to ensure they are fit for purpose, such facilities should be designed in accordance with Sport England, or the relevant National Governing Body, design guidance notes.
- 4.48 If the proposal involves the provision of additional housing (<300 units) then it will generate additional demand for sport. If existing sports facilities do not have the capacity to absorb the additional demand, then new and/or improved sports facilities should be secured and delivered in accordance with any approved local policy for social infrastructure, and priorities set out in any Playing Pitch Strategy or Built Sports Facility Strategy that the local authority has in place.
- 4.49 In line with the Government's NPPF (including Section 8) and PPG (Health and wellbeing section), consideration should also be given to how any new development, especially for new housing, will provide opportunities for people

to lead healthy lifestyles and create healthy communities. Sport England's Active Design guidance can be used to help with this when developing or assessing a proposal. Active Design provides ten principles to help ensure the design and layout of development encourages and promotes participation in sport and physical activity.

#### **London Southend Airport**

- 4.50 Our calculations show that the proposed development would conflict with safeguarding criteria unless planning permission is granted subject to the following conditions:
- Any development on any part of the site to be no taller than the existing structures when measured above ordnance datum (AOD). For clarity any development on the site should not increase the existing obstacle environment.
  - Any lighting scheme must be EASA compliant.

#### **Anglian Water**

- 4.51 Our records show that there are no assets owned by Anglian Water or those subject to an adoption agreement within the development site boundary.
- 4.52 The foul drainage from this development is in the catchment of Rayleigh East Water Recycling Centre that will have available capacity for these flows.
- 4.53 The sewerage system at present has available capacity for these flows. If the developer wishes to connect to our sewerage network they should serve notice under Section 106 of the Water Industry Act 1991. We will then advise them of the most suitable point of connection.
- 4.54 From the details submitted to support the application the proposed method of surface water management does not relate to Anglian Water operated assets. As such we are unable to provide comments on the suitability of the surface water management. The Local Planning Authority should seek advice from the Lead Local Flood Authority or the internal drainage board. The Environment Agency should be consulted if the drainage system directly or indirectly involves the discharge of water into a water course.

#### **Essex County Council Specialist Archaeological Advice**

- 4.55 Archaeological investigation has already taken place and accordingly there are no further recommendations for archaeological works on this application.

#### **Essex Bridleways Association**

- 4.56 We are keen to see some form of equestrian access linking the main road with Hockley Woods which has permissive access for horse riders. It is noted that pedestrian access has been proposed from the development and I

understand that there may be issues with privacy if horse riders use a pathway adjoining residential gardens, therefore we would like to suggest the following:

- Footpath 49 runs along the private lane meeting footpath 65 which runs along the southern boundary of the site, linking into the woods where footpath 1 (Rochford) runs. If there are ecological issues regarding access to the woods at the north of the site, it may well be a better option to upgrade these existing rights of way to bridleway status which will solve all those issues - there will be a link from the new estate to the woods, there will be no issues regarding access to the ancient woodland and there will be no privacy issues if horse riders have to use a pathway adjacent to private gardens (something which the planning officer commented upon during our discussions).
- Ultimately what we would aim for is some kind of bridleway link from the main road to Hockley Woods where there is permissive access for horse riders. A route following the present FP49 and then following the line of FP65 but on the MoJ land to enter Hockley Woods in the bottom south west corner looks feasible and would not affect the scheme. Rochford District Council owns the woods so they should know where the entry points may be.

**Rochford District Council Assistant Director ,Community and Housing Services**

- 4.57 Fully support this application as it will produce much needed affordable housing in Hockley.

**Rochford District Council Assistant Director, Environmental Services**

- 4.58 Please refer the developer to the attached planning policy document, page 90 Appendix 1 for waste collection requirements and advise them that there is a charge of £168.00 per household for waste bins which is required in advance of occupancy of the properties.

**Neighbour Representations**

- 4.59 Seventeen letters have been received from the following addresses:

Bullwood Hall Lane: 1, 2, 4, 6, 7 “Windrush” “Maryon House” (2 letters) “St. Nicholas”

High Road: 70a (two letters), 71, 2 Turret Cottages “North Lodge”

Hillside Avenue: 11a,

Woodlands Road: 62a,

Hockley Residents Association 25b Belchamps Way

4.60 And which in the main make the following comments and objections:

- Concerned at the heavy traffic that will exist when the properties have been built. The access is very narrow and cars cannot pass. The rush hour and school times will be very bad indeed. Road just not suitable for such traffic. Another access must be found before the houses are complete. There are fields both sides.
- We are concerned that the number of proposed properties is likely to equate to at least 72+ additional vehicles using Bullwood Hall Lane to access Hockley High Road.
- Whilst that junction has been widened there remains a blind bend potential 'bottle neck' in the lane where the South Lodge Cottage is situated. Also, whilst there are passing points further down the lane away from the South Lodge, at peak times these will not be adequate, creating 'gridlock'. Insufficient consideration has been given to the basic road infrastructure required to service the number of intended dwellings and occupants. The estimate of an additional 72+ cars could just as easily be 140+ or even 200+, given that very few properties will be 1 or 2 bedroom, with the vast majority having multiple bedrooms of 3, 4 or 5. The lane will not be able to handle such volumes of traffic and this problem needs sorting out before the re-development starts, otherwise it will be too late once the buildings are up and sold.
- Object for the same reasons we objected to planning application 15/00379/OUT in 2015. Nothing has changed since then apart from the owners of the former Bull Wood Hall Prison. The access route to/from the area is insufficient for the proposed development.
- We cannot find any information about improving the access road Bullwood Hall Lane. We are concerned that this existing road is not sufficiently wide enough over a considerable part of its length. We believe this will cause many vehicle passing issues with a development of this magnitude. We therefore object to this development without this fundamental issues being addressed.
- We have no objection to the land being developed per se, but feel strongly that any development should (a) be appropriate in size and scale, taking account of the fact the land is in the Green Belt, (notwithstanding it is a brown field site) and (b) that the most suitable access road should be used.
- A development of the size proposed by this application could not possibly be supported by the narrow single track access road for the reasons set out below and would result in excessive traffic down the Lane. It would appear from the Transport Assessments that the developer is intent on using land it does not own and that is outside the planning application as passing spaces and footpaths; these driveways belong to residents who

will not permit the same to be used as either.

- A smaller development would be much more appropriate for this location taking into account all the above factors. We therefore object to this particular development on the following grounds:
  1. Access road Bullwood Hall Lane
    - a. The 100m of single track access road between Whitbreds and South Lodge is too narrow to support the traffic that would be associated with such a large proposed number of houses (see 2 (a) below). Works vehicles have already caused damage to our property because the Lane at its narrowest is simply too narrow for large vehicles, let alone any degree of congestion, as this effectively is a one way street for these 100m with no passing places (see (c) below).
    - b. There is no current or proposed separate pedestrian footway along this narrow stretch of the road and the only verges belong to the existing residents of the Lane. As the developer does not own any land along the narrowest part of the road this also means it is not able to erect any lighting here and pedestrians will potentially be required to walk down an unlit road.
    - c. Contrary to the Transport Assessments claims there are neither a number of unofficial passing points nor multiple unofficial ones unless these references refer to existing privately owned residents driveways. Use of these would be unacceptable to the residents.
    - d. One of the so called vehicular passing places is in any case dangerous as it is on a blind corner.
    - e. The impact on the High Road and further local highways network of such a large development and its associated traffic would be severe both turning right towards Rochford as well as turning left into Rayleigh.
    - f. Notwithstanding the improvements to the road junction, the reasons given in refusing Planning Application 00/000324/OUT for only 10 houses in 2010 remain applicable narrow single track road, no footway, no passing places within the developer's control.
    - g. The residents insisted on speed bumps being installed in the roadway approximately 20 years ago due to the cars using the road driving too fast. This would only be exacerbated by a housing development of this proposed magnitude on such a narrow road, particularly on the one way stretch.

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- h. The only lighting on the road between Whitbreds and South Lodge is provided by the residents along this stretch of the Lane; The Travel Assessment refers to street lighting along the road being inactive due to the sub station at HMP Bullwood Hall being disconnected yet this does not apply to the lighting between these northerly points because the developer does not own the land here and is not therefore able to erect any lighting of its own. There is therefore a distinct possibility that the effective one way 100m part of the road, between Whitbreds and South Lodge, with no footpath distinct from the road requiring pedestrians to walk in the road, could also be unlit.
  - i. The new entrance to Hockley Woods proposed close to the main site would result in yet more cars using the road. The existing parking area for the woods is a mile away (near the Bull pub) and has spaces for 74 cars. There are frequently over 90 cars parked here. Many of these users will choose to park at Bullwood Hall instead.
  - j. Insufficient consideration has been given to more suitable alternative access roads of which there are 4 viable possibilities.

## 2. Size and Green Belt

- a. In 2010 the Council rejected the above application for 10 houses when the prison was operational. Up to 72 new proposed dwellings, not including the later development of Bullwood Hall itself, consisting of many large family homes, would entail many more cars than would have been the case at the beginning and end of each day with the prison being operational and many more than is predicted in the Transport Assessments. With each dwelling owning a minimum of 2 cars and some more than 2 there is a likelihood of at least 140 journeys out and back at peak times without even considering the journeys made during the day by those working flexi hours or driving children to school and back in addition to service vehicles (including internet deliveries) serving those houses. These numbers will only further increase when Bullwood Hall itself is developed. This is simply too great a number for this small single track access road.
- b. Green Belt land including development of land previously developed where the scale is significantly greater than was originally anticipated goes against the stated aim of the Green Belt policy which was to prevent further unrestricted suburban sprawl. Towns such as Hockley and Rayleigh need to be kept compact and economically vibrant and separate - the Green Belt land between the two should be protected and retained and the boundary between the two not be allowed to be weakened.

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- c. Any additional development should be on the outskirts on existing towns, i.e. Hockley/Rayleigh and not in the middle of the two thereby further shrinking the existing Green Belt.
  - d. This site is not in a preferred location for development as per the Local Plan there are others eminently more suitable and that would not result in the same loss of habitat and disturbance to protected species.
  - e. Any development in the Green Belt should be of a scale design and siting such that the openness of the Green Belt and character of the countryside is not harmed and the nature conservation interests protected. The proposed dense nature of this development does not sit well with this aim or with the wealth of nature and habitat (including protected species- both animal and tree) that has thrived in the Lane for many years.
  - f. Policy DM10 provides that any proposed residential development of previously developed land in the Green Belt constitutes sustainable development on the defined grounds this development cannot be said to accord with these criteria.
  - g. The pollution during construction, disturbance of local habitat and increased visitor and resident pressure on the site is such that it can only be detrimental to the existing environment.
3. Distance away from nearest amenities/public transport
- a. Bullwood Hall Lane is itself 600m in length. Planning policy (and DM10 above) stipulates that a residential area should be no further than 800m walking distance from amenities such as hospitals, doctors' surgeries, schools. There are no such amenities within 200m of the junction with the High Road. The development site is too far away from any amenity for it to be said it would be well related to local services.
  - b. The proposed development does not have a designated footpath along its entire length and any pedestrians would therefore need to walk in the road it cannot be said that pedestrians are being given priority nor that safe and easy access is provided to the site for residents and visitors.
  - c. Nor could it be said to promote sustainable transport modes the Transport Assessment identified a 2km distance as the distance whereby walking offers the greatest potential to replace short car trips. There are no amenities within the 2km distance and clearly no prospect of walking replacing the need for car travel.
  - d. Public transport offered 600m away on the High Road cannot be described as high quality .some of the buses run only once a day.

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- We have no objection to the prison site being developed but have serious concerns over the increase in the number of vehicles using the lane as a result of the new planning application increasing the number of properties from 63 to 72. Whilst Bullwood Hall Lane has been widened at the entrance and for 100 feet down to Whitbreds and St Nicholas the next 100 metres is single track and cannot be widened.
  - The Lane has speed limit notices all along its length which are regularly ignored by all types of vehicles. From the blind corner at St.Nicholas/Whitbreds to South Lodge the Lane is a single track with no passing bays leaving the public, cyclists and horse riders exposed to serious harm from vehicles travelling too fast. At least 2 serious accidents have occurred in the past requiring attendance of the emergency services. The Developer should be considering one of the 3 alternative access routes. We object to the excessive scale of the development increasing the likelihood of serious injury to the public.
  - If there was a road traffic accident at the point where the lane narrows there would be no access for emergency vehicles to attend if required by existing residents or at the development.
  - The road narrows to an unacceptable width therefore making it impossible for two vehicles to pass which will cause traffic travelling in or out to tail back.
  - Original planning stipulated a road and footpath / cycle path from the Hockley High Road to the development. As the road is at present this will not be possible.
  - Pedestrians/school children will be unable to walk to the High Road safely due to the lack of a footpath. This matter must be addressed before any development can go ahead.
  - There are no passing bays where the road narrows.
  - The proposed footpath leading from the back of the development to Hockley woods will encourage people down Bullwood Hall Lane to park and walk to the woods. With parking at best being limited it will cause issues for residents.
  - There is an existing footpath which is adequate and I would suggest that where the footpath joins Bullwood Hall Lane would be an ideal position to gate the community.
  - Parking in the existing passing bays along the lane from South Lodge towards the development is already becoming an issue and has been on the increase since the prison closed.

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- The number of proposed dwellings has increased from between fifty to sixty in the original application to seventy two, consequently this will increase the volume of traffic.
  - The proposal of three dwellings in the car park next to number 7 is not viable due to the width of the car park, they are not in line with the existing houses and would block the rear access to existing properties. There are preservation orders on the trees along the edge of the car park.
  - The six dwellings proposed for the area where the flats are currently are not on the original footprint of the existing building. The original proposal was for three homes on the existing footprint. There was to be no building on green areas.
  - The Lodge was to be developed as part of the original number of dwellings.
  - Parking for existing residents is limited and proposals to rectify this are non-existent, at present we use the car park next to number 7.
  - No provision for access to the lane at the rear of the existing residents has been made or thought about.
  - The affordable rent properties are spread all over the development where it would be more cost effective from a service point to site them all together.
  - As an immediate neighbour to the proposed development I do not object in principle but have some concerns regarding over development around the existing 7 properties (2 detached and 5 terraced homes). The plan shows an additional 3 properties on the site we currently use for parking with no clear alternative parking provision for current residents let alone 3 new homes.
  - This also seems to go beyond the footprint of original buildings, which were only vehicle garages never residential anyway.
  - The proposal to replace the old "hostel" with 6 houses also appears to over run the original building footprint. Garden sheds and lean-to's surely don't count as buildings.
  - This makes a total of 9 new houses which will more than double the existing number and completely overwhelm the nature of the quiet community of 7 homes we currently have and compound the parking difficulties we already experience. In addition to loss of amenity, the plans do not make clear how we are to maintain vehicle access to the rear of our homes.

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- In the existing row of terraced houses only the end ones have a side entrance. I rely on my rear access to get heavy and/or dirty garden items and compost in and out. With loss of this vehicle access everything would have to come through the house.
  - There is not room to build 3 houses on the old car park and maintain our rear access.
  - There are concerns too about the high volume of traffic accessing the lane, especially at peak times, with the single track causing a bottle neck. The previous application by Harrow estates was for a more reasonable 60+ premises which I think should be considered.
  - We support the proposals to introduce new accommodation and help stem the housing shortage within the borough and region, but object to the proposed layout of dwellings for the following reasons:
    - The application site greatly benefits from some of the most picturesque, scenic views over the surrounding fields and toward Hockley Woods and Grovewood.
    - Our principal concern relates to the dwellings laid out in a block arrangement to the south. Rather than make the most of the exceptional views to the south, these are arranged with the front elevations and driveways facing this way instead. We would suggest the design of this block to be arranged more sympathetically. This could perhaps be done by increasing the size of the block of dwellings adjacent to Hockley woods, (to the east of the site), and thereby generating a crescent form - so that the rear elevations and garden of those on the south west (22-36) instead look south and west.
    - It is common practice to note that gardens facing south to south west would be considered more productive, sustainable and, in turn, economically valuable.
    - As the site naturally slopes to the south, this would also maximise views from living areas, potentially improving mental wellbeing of residents.
    - We lastly note that, (with regard to circulatory routes), access to proposed dwelling No. 35 seems convoluted by entailing the occupier to drive back and around the perimeter of the site to leave and enter. Having cars driving around the perimeter is potentially more dangerous than having them drive a shorter distance and utilising the perimeter with a narrower cycle and pedestrian walkway.
    - It would be a great pity to waste potential of such a beautiful site by having rear views limited to looking onto other neighbours' homes and gardens.

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- We would therefore suggest the application is recommended for approval only with the condition that further consideration and consultation is made for the proposed layout of dwellings within the site.
  - Have no issue with re-development of the prison; however, 72 dwellings will create a minimum of 140 vehicles using Bullwood Hall Lane. This lane is single track approximately 2.9m wide. This lane cannot accommodate that amount of traffic without there being a serious accident happening. There are 10mph signs in place that are completely ignored by the majority of drivers including the demolition team.
  - I believe it has been suggested by the residents that another entrance and exit be constructed off a two lane road, there being three or four options available.
  - The plans are interesting and should improve a currently unsightly area. However this particular site has perhaps the best aspect and views of any area for many miles around and I think it could be much more sympathetically developed if homes were re-orientated so that southern and south western homes had gardens facing south rather than driveways on the southern border. This would involve creating a crescent to the south-western area to include homes 31-35 at least but possibly adjusting the orientation of 24,23,22 and 36. Likewise 17,18 and 19 may benefit from driveway positioning on the north edge of the plots with gardens to the south. Gardens facing south to south west are more easily productive, improve the health of the home occupants with more sunlight and the homes have lower heating bills. As the site slopes to the south, this would also maximise views from living areas. It seems a pity to waste the potential of such a beautiful site by having only views of the rear of one's neighbours house and garden.
  - Having read some excellent observations from fellow neighbours I would like to correct an earlier comment which also seems to be misunderstood by Rochford District Council as well as the property developers. Someone wrote 'whilst there are passing points further down the lane' – this is sadly untrue. There are entrances to private driveways that are sometimes used by neighbours, visitors, the postman and service vehicles but these are not formal passing areas. Some of my neighbours may believe they are at liberty to use them whenever they want but the fact remains that these are areas of private ownership. Allowing neighbours and fellow residents of the lane to use these areas on an infrequent ad - hoc basis is one thing but having vehicles constantly blocking the entrance to one's property is another.
  - What will almost certainly happen is that, if the current number of properties in the outline plan are built, neighbours will have to construct barriers to prevent their driveways being impacted by excess traffic, resulting in potential tail backs from both ends of Bullwood Hall Lane.

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- Coupled with the fact that there are already residents in the lane who either cannot read or choose to regularly break the law by speeding at multiples of the existing speed limit of 10 MPH alongside demolition workers and especially Sanctuary Group vans who don't give a damn about road safety. I foresee a number of serious accidents involving vehicles and pedestrians.
  - As one of my neighbours has already succinctly pointed out, there was a proposal presented some years ago when the prison was still operating, to construct ten private dwellings. The same people who thought then, due to the volume of traffic from the new houses and the existing prison usage that this would put too much of a strain on the road usage, have now miraculously found a way of increasing the volume by as much as fourfold to accommodate the levels suggested by Sanctuary group. There must be a reason why there has been this change of heart and residents of Bullwood Hall Lane deserve an answer.
  - If this development proceeds the number of houses proposed should be severely restricted or better, more obvious access roads should be used. My recommendation would be no more than thirty new properties in all.
  - We live at number 7 Bullwood Hall Lane and we have some questions concerning the three proposed houses to be built next to our property.
  - The grass banking sloping from the righthand side of our house looks as if it is intended to alter the line of it. My questions are.
    1. By how much closer to our fence do you intend to come?
    2. Will this then be piled to keep the banking and our house safe from subsidence?
    3. Why has the building line been changed for these three houses?
    4. Has provision been made or allowed for vehicle access to the rear of all present houses?
    5. Provisions for resident parking as we will be losing our car park?
    6. How will the numbering of the houses work, at present houses are numbered 7 then 1 to 6?
    7. We need our street lighting back as so frightening.
  - The level of traffic congestion and consequent pollution in the Hockley area is already at critical levels. Adding a further 72 dwellings outside walking distance of train stations and with limited bus routes will only add to the misery of local residents.

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- Given the remote nature of the development from any shopping facilities, places of work and leisure facilities, the option for most of the residents of this new development will be to travel everywhere by car. The only option will be to use the B1013, which is already an extremely busy highway, particularly during peak hours, when traffic regularly backs up from the Spa roundabout in Hockley, 1.5 miles to Bullwood Hall Lane which is the access road to the proposed development.
  - The local infrastructure is unable to cope with any further development in Hockley and Hawkwell and the primary duty of the Council should be to the current council tax paying residents.
  - I therefore trust that the development will either be refused or significantly scaled back in order to achieve a better balance between those who seek to profit from this venture and those who will have to live with the consequences.
  - I believe that the access road to the proposed development is in a very dangerous position. There will be a large number of vehicle movements from the development, many more than the estimates quoted by the developers.
  - The development is not ideally placed for schools or the station and it is certain that much 'ferrying' of commuters and children will occur.
  - It is very close to a sharp bend on a very busy road.
  - Traffic coming from the Rayleigh direction and turning right into the development are in an exposed position and queues forming behind them are even more exposed to cars coming round the bend.
  - Larger vehicles and possibly even large cars turning left out of the development are likely to swing out onto the other side of the road into oncoming traffic. This happens now, even after the 'improvements' which have been made.
  - There is no footpath on the side of the road leading towards Rayleigh. The majority of the new properties are family homes and the closest schools are towards Rayleigh. Without a footpath, parents and children walking to school will need to cross the road and this is a very dangerous place to do that.
  - Something needs to be done to ensure accidents do not occur.
  - An entry has appeared on your website for planning application 17/009641FUL for Bullwood Hall shown as Supporting Document dated 17th November 2017 entitled Construction Management Plan by Sanctuary Housing, wherein it states under the heading Routine Plan for Construction Traffic that all such traffic will use Bullwood Hall Lane to enter

the site. Bullwood Hall Lane is a private unadopted road for 13 private houses, all of which enjoy the benefit of a legal easement to pass and repass along this private road. By law if these easements are to be varied, then all those with the benefit of such rights must consent to any such variance. As far as I am aware, none of the owners have been requested to give their consent to the construction of traffic lights, which would interfere with their legal easement.

- The reason given by Sanctuary for the necessity for traffic lights is that they will be having an anticipated 20 heavy vehicles proceeding down the Lane every day.
- The current planning application by Sanctuary is requesting permission for over 72 houses plus the 13 existing dwellings in the Lane, which we are led to believe will generate hundreds of traffic movements per day. This is before any application for development of Bullwood Hall itself at some future date which will further increase these traffic movements.
- If one reads the various objections to the development of the site on your website, there is a common thread that the present single track access road is totally inadequate to service a development of the scale which is proposed. It would appear that Sanctuary has come to the same conclusion as the majority of your objectors, and for the time being would seek to install traffic lights until they have left the site and then leave the new and existing residents in Bullwood Hall Lane to endure ongoing aggravation thereafter.
- As a number of your objectors have already pointed out, there are at least three alternative accesses where pavements and double track roads can be installed, but I understand from the owners of such accesses they have not been approached by Sanctuary.
- Sanctuary has purchased most of Bullwood which has been sold on by two other owners/developers over the last three and a half years. They are now seeking a way round their problem of not having a viable access through the temporary installation of traffic lights. These cannot, however, become a permanent feature because it would cause gridlock on the Hockley Road once the new houses are built. It would also mean they would still have to solve the problem of varying the easement which exists for the benefit of every existing house in Bullwood Hall Lane and which the law provides cannot be unilaterally altered to suit the convenience of a developer.
- As one of my neighbours has noted Sanctuary has proved singularly disinterested in engaging with the residents at any level - whether as to the scale of the development or in seeking to explore an alternative access - both of which issues could be addressed if the developer was prepared to discuss rather than seek to impose its conditions on those who have to live

with the consequences.

- The owners of Bullwood Hall acted with impunity in taking land it did not own from the residents and the residents have had to take court action to reverse this wrongdoing.
- The residents have no problem with the land being developed appropriately.
- I currently live at No. 6 Bullwood Hall the last detached property down the lane. Although I am supportive of the whole development, I would like to raise my concerns around the proposed terraced houses neighbouring my property (some rental some shared ownership).
- The proposed distance of new development directly impacting my property is within 3m of my existing dwelling, and I would like to request your consideration into my below suggestions, taking into account the space, and the current distance between the existing neighbours. Allowing extra distance between the properties will also lower the risk of structural impact to my house, negate the need of a party wall agreement, and would also make allowances if the new property owners put in for extensions. With the new development my detached house will be sandwiched between two blocks of terraced houses and feel that would detract from the look of my property and a shame for have all the lovely space around us but have the residents packed in tightly.
- In addition, I also have a wall connected to my property (bricks keyed in) and this measures 2.4m the proposed development would mean this would have to be removed. I do not feel my below suggestions would impact negatively on the development, any of the other neighbours or the environment.

## **5 MATERIAL PLANNING CONSIDERATIONS**

### **Principle of Residential Development**

- 5.1 The Allocations Plan (2014) forms part of the Development Plan for Rochford District. The Allocations Plan superseded the proposals map that accompanied the 2006 Replacement Local Plan. The site is allocated as Metropolitan Green Belt and is situated within the Upper Roach Valley as defined in the Allocations Plan.
- 5.2 An earlier application (ref: 00/00324/OUT) previously proposed residential development of a small parcel of some 0.27ha of land fronting Bullwood Hall Lane just south of “South Lodge”. That application was refused for a number of reasons including inappropriateness within the Green Belt. Since that time Central Government Policy has changed to allowing the redevelopment of previously developed sites regardless of their Green Belt function. Paragraph 89 to the National Planning Policy Framework states:-

“...the limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land) whether redundant or in continuing use ...which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development ... “ is not inappropriate.

- 5.3 The development proposed would redevelop those areas contained within the former prison walls and complex and also those areas of the former hostel and hard surfaced areas outside the former prison walls. The development is therefore not inappropriate and as preceded by the grant of the outline permission under application 15/00379/OUT and would re-use previously developed land in accord with policy H1 to the Council's adopted Core Strategy.
- 5.4 The alternative use of the site for commercial purposes would initially better suit the aims of Policy DM 10 to the Council's Development Management Plan. At a distance of 1.3km from Hockley town centre and a distance of 1.75km from Rayleigh town centre to the west, the site is also further than the 0.8km from local services. However, it is considered that the commercial use of the site would not compliment the nearby residential and recreational uses and the harm from commercial activity such as noise and disturbance would be greater than the preference for a more close siting of residential development to an existing settlement. Furthermore, the site is located within the South Essex Coastal Towns Special Landscape Area where redevelopment for residential purposes and the conversion of existing buildings for residential purposes is encouraged.
- 5.5 The Upper Roach Valley is acknowledged for its special landscape characteristics including areas of Ancient Landscape. The Council considers this special landscape area to be an important green lung and recreational resource to the adjoining urban areas of Rayleigh, Hockley, Rochford and Southend. The redevelopment of the existing prison complex for residential purposes would not undermine the aims of Core Strategy Policy URV1 that seeks to protect the special landscape area from development that would undermine recreational potential.
- 5.6 The application includes an offer by the applicants to transfer part of the site equating to some 6.6ha of woodland that at present falls within the ownership of the former prison grounds to act as an extension to the adjoining Hockley Woods Public open space. This would more than meet the requirement for additional 0.432ha of public open space to be provided in accordance with the requirements of Policy Core Strategy policy CLT 5.
- 5.7 The proposed development would be appropriate in the Green Belt by making use of previously developed land contributing to housing supply and is therefore acceptable in principle.

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### Highway Issues

- 5.8 The submitted Transport Assessment states the previous outline application for 60 dwellings was modelled on the basis of 72 dwellings in order to provide a robust assessment. In fact that previous assessment was modelled on a slightly greater number of 75 dwellings. The current application would therefore bring the capacity for the site up to the modelled capacity for the junction allowing for the future use of Bullwood Hall itself which is not part of this current application.
- 5.9 The access to the site from High Road has been widened taking in land from the curtilage of “Whitbreads” so that there is now improved vehicle manoeuvrability for left turns out of the site towards Rayleigh and ability for vehicles to pass for the initial part of the entrance road before narrowing down to a single carriageway width.
- 5.10 The submitted Transport Assessment has considered the road safety and accident records for the local highway network in the vicinity of the site for the preceding five years. Some fourteen incidents were slight. A serious incident occurred when a cyclist was struck by a car exiting a driveway and where visibility was obscured by trees and telegraph pole. A fatal collision occurred where the driver was impaired by alcohol. All these incidents were attributed to driver error. No incidents were attributed to the failure of carriageway alignment or junction design. There is therefore no significant accident issue that would require intervention. The proposed development would not be detrimental to the safe operation of the local highway network.
- 5.11 The proposed development of 72 dwellings has been assessed against the national (TRICS) data base and modelling. For the am peak hour (08:00 – 09:00) the analysis estimates 9 vehicle movements in and 24 vehicle movements out result in 33 total movements for of this period. For the evening peak hour (17:00 – 18:00) the analysis estimates 21 vehicle movements in and 12 vehicle movements out again resulting in 33 total movements for the evening peak hour period. This is argued to equate to a modest one vehicle movement every two minutes during the peak hour. The development of 72 dwellings is estimated to result in a total of 297 two way vehicle movements are estimated per day.
- 5.12 The County Highway Authority have considered the findings and analysis submitted in support of the application and have no objection to raise. The previous application provided for the modification of the former site access and this is now in place and functioning. The recommended travel information pack and subsidised bus travel tokens for each household can be a condition to the grant of permission.
- 5.13 The submitted construction traffic management plan anticipates difficulty for heavy goods vehicles in the construction stages to be able to pass within the relatively narrow access lane serving the site. The first stage of the access from High Road has frontage development including many listed buildings.

Beyond those the lane includes some five passing places, although the transport assessment understands that only one of those is considered official. The previous application raised concern by the County Council's specialist adviser for Listed Buildings for a need to manage large construction traffic because of the risk of such large vehicles potentially striking those heritage assets located close to the road. The traffic management plan states that there will be traffic control for the duration of the construction period would help mitigate such risk. Large vehicles will be able to be held in the passing places south of the frontage development whilst other vehicles pass.

- 5.14 The proposed layout would be served within the development by a 5.5m wide carriageway with 2m wide pavement to one side. The carriageway design would accommodate service vehicle turning and manoeuvring.
- 5.15 The parking spaces shown to would be to the council's preferred bay size of 2.9m wide and to a depth of 5.5m. Each of the smaller houses would be provided with two car parking spaces with occasional visitor spaces throughout the development. The larger houses would be provided with double garages and double width drives allowing for additional parking off street. A total of 18No. visitor spaces are shown to the layout achieving that required for the development including the apartments in accord with the Council's adopted standards. The visitor spaces would be parallel in laybys to the highway alignment and adjoined by refuse lay – up areas for refuse bin collection.
- 5.16 The proposed apartments would require provision of 27 car parking spaces. These are shown to the rear of the two apartment buildings and contained behind the building block to enclose a parking courtyard. This area would provide a substation in a garage like design ,together with an enclosed cycle store.
- 5.17 The garages would be to the preferred width of 3m for a single car but to a depth of 6m and short of the 7m required for additional storage. Given that the garden areas for most dwellings are over sized, there would not be a need to insist on the additional garage depth to accommodate secure cycle storage.
- 5.18 New parking for the existing residents would be provided by widening the service road fronting those properties to provide parking bays parallel to the road alignment.

### **Design Considerations**

- 5.19 The developable area equates to some 2.85ha. The proposed 72 dwellings would equate to a gross density of 25.2 dwellings per hectare. Whilst below the minimum 30 dwellings per hectare advocated at Policy DM2 to the Council's Development Management Plan the layout would create a desirable sense of place and also reflect the extent of developable area. Whilst the density could be improved with more flatted accommodation, the nature of the

relatively small development features a good dwelling mix as required by Policy H5 to the Council's Core Strategy.

- 5.20 At Appendix 1 to this report is set out the details for each dwelling proposed in comparison to the Council's side isolation space and garden /amenity area requirements. This analysis shows all plots proposed to achieve or exceed the Council's side isolation space requirement of a minimum of 1m.
- 5.21 The layout is almost fully compliant with the Council's garden area requirements. Of the four plots the shortfall of 0.03m<sup>2</sup> (plot 48 3-bed semi) shortfall of 1.19m<sup>2</sup> (plot 2 – 2-bed terraced) shortfall of 1.2m<sup>2</sup> (plot 29 3-bed semi) are each relatively minor and nevertheless to garden shapes that would be useable. The shortfall of 9.81 m<sup>2</sup> to the five-bedroomed detached house to plot 21 is more significant. However, this proposed house would get considerable benefit from the open parkland setting foreground retained to Bullwood Hall including substantial preserved trees. The garden area to this dwelling would be of a usable shape and in the context of the layout and setting, this shortfall is not considered to be significant as to weigh heavily against the proposal.
- 5.22 Appendix 2 to this report sets out analysis of the designs of each dwelling type as compared to the nationally described space standards. It can be seen that the larger houses proposed have no comparable standard at national level and so show a substantial excess over and above the minimum gross floor space.
- 5.23 The three-bedroomed Market house type C1 of which 18 No. are proposed shows a slight shortfall in the main bedroom area of 1.26 m<sup>2</sup>. Some other house types show much smaller shortfalls particularly in the case of storage areas. These shortfalls are relatively minor and do not amount to an over-development of the site and would not harm the character of the development. The storage shortfalls are almost in each case overcome by larger gross floor areas. It would be a matter for future buyers or those taking a tenancy as to whether this minor shortcoming would harm the reasonable enjoyment of the home, such that the shortfall will be a matter of choice for future occupiers rather than a sound basis on which to refuse planning permission for the designs proposed.
- 5.24 The proposed apartments would be in two buildings of different size having pitched roofed designs with gabled features. The main ridge to the larger Block A would have an overall height of 11.8m but the gable feature slightly higher by 0.7m forming an end cross wing to the return site frontage. The roof would be finished in an as yet unspecified grey roof tile, with red brick work and black horizontal weather boarding to walling varying in height between 7.8 – 8.2m. the design has been simplified to reflect a more local barn vernacular.

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- 5.25 The proposed building to apartment Block B would have the same height ridge height, height of walling and materials but without the detailed cross wing. The gable feature details would each be lower than the main roof line.
- 5.26 Each flat would be provided with a balcony of 5m<sup>2</sup> in compliance with the Council's standards.
- 5.27 The design would take a simple form importantly in its own formal setting enveloping the car parking concealed to the rear of each building with woodland beyond. The frontage to these apartment buildings would be set back mostly some 2m from the back of the carriageway with some variation down to 1m at the corner turning crosswing feature to block A and up to 3m as the Block B would continue eastwards past the change in adjoining street alignment. Nevertheless, with suitable landscaping, these larger buildings would have an appropriate formal setting.
- 5.28 The proposed A1 five-bedroomed house is the only design proposed with accommodation in the main roof space served by modest flat roofed front dormers but with a rear gabled feature including second floor accommodation. This house would have an overall ridge height of 9.2m and with a height of walling to 5m. This design features first floor side facing windows to bathrooms and also bedroom four which could in some circumstances give rise to overlooking between occupiers. It would be necessary to condition these windows to be obscure glazed.
- 5.29 The proposed A2 five-bedroomed house although two storey features a one and a half storey element with accommodation in the roof space above the projecting side facing double garage served by modest flat roofed dormers. This house would have an overall ridge height of 7.9m and with a height of walling to 5m. This design features first floor side facing windows to bathrooms and also bedroom one which could in some circumstances give rise to overlooking between occupiers. It would be necessary to condition these windows to be obscure glazed.
- 5.30 The proposed A3 five-bedroomed house features a strong projecting gable feature to the centre of the front elevation. The house would have an overall ridge height of 9.3m and with a height of walling to 5m. This design features a first floor side facing window to a bathroom which could in some circumstances give rise to overlooking between occupiers. It would be necessary to condition these windows to be obscure glazed.
- 5.31 The proposed B1 four-bedroomed house features a projecting gable feature to the end of the front elevation forming a subservient cross wing detail projecting to the rear. The house would have an overall ridge height of 8.3m and with a height of walling to 5m. This design features a first floor side facing windows to a bathroom and bedrooms 1 and 2. This house type is located to corner plots and where the upper floor windows would overlook the public domain such that obscure glazing but would be unnecessary.

- 5.32 The proposed B2 four-bedroomed house features a projecting gable feature to the end of the front elevation but which does not form a cross wing. This house type features a front facing double integral garage. The house would have an overall ridge height of 8.1m and with a height of walling to 5m. This design features a first floor side facing bathroom windows to both flank elevations which could in some circumstances give rise to overlooking between occupiers. It would be necessary to condition these windows to be obscure glazed.
- 5.33 The proposed C1 three-bedroomed house is proposed in two variants with differing front door positions and is proposed in terraced and semi-detached forms. The house would have an overall ridge height of 8.4m and with a height of walling to 5m. This design features a first floor side facing bathroom windows to the outside facing flank elevations facing either public areas or flank walls without windows to the adjoining building. It would not therefore be necessary to obscure glaze these windows.
- 5.34 The proposed D1 two-bedroomed house is proposed in two variants with differing side window arrangement and is proposed in terraced and semi-detached forms. The house would have an overall ridge height of 8.4m and with a height of walling to 5m. This design features a first floor side facing bathroom windows in one variant and to both bedrooms in the other variant. the outside facing flank elevations facing either public areas or flank walls without windows to the adjoining building. It is not clear where these variants would be sited and there is therefore a risk in some circumstances that these side windows could cause overlooking between adjoining occupiers It would therefore be necessary to obscure glaze these windows.

The siting arrangement of the development proposed would group the dwellings proposed in outward facing blocks where few dwellings would be directly opposed at the rear giving rise to potential overlooking. The exception is the house at plot 19 backing onto that to plot 22 where a distance between the rear projection to plot 19 is to a distance of 22.5m widening to 26.5m. The narrower point is not quite directly opposed and as the most part of the rear elevation is in excess of the 25m distance considered acceptable in the Essex Design Guide to ensure privacy between opposing rear elevations it would not be reasonable to refuse planning permission on this detail. Similarly the relationship back to back between plots 18 and 15 at 24.5m is only slightly below standard and does not affect any existing residents that might consider their privacy reduced. The proposed pallet of materials shows the buildings to be finished in either an unspecified grey or brown roof tile. The choice of two roof tiles throughout the layout would be correct as often, whilst there may be variation in walling, most areas have more common roof finishes. The proposed walling would have such variation to include horizontal weatherboarding, buff brickwork, render, contrasting feature brickwork such as to window heads, feature bands and plinths and red brickwork. No precise details have been submitted and it will therefore be necessary to agree samples of the external materials as a condition to the grant of permission.

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### **Affordable Housing**

- 5.35 Policy H4 to the Council's adopted Core Strategy requires developers to provide a minimum of 35% of new dwellings to be affordable. The proposed layout would provide 27 of the dwellings proposed to be affordable equating to 37.5% of the total dwellings proposed and in excess of the minimum requirement.
- 5.36 The affordable dwellings proposed would comprise the 9No. one-bedroomed apartments, 9No. two-bedroomed apartments and the 9No. two bedroomed houses, five of which would be available for part owned part rented tenure. This spread of smaller properties reflects the general demand for smaller one and two-bedroomed dwellings on the local housing list.
- 5.37 The site is relatively small with a development of only 72 dwellings overall. As such it is difficult to avoid concentrations of affordable provision. The proposed two apartment buildings take up the most of the provision and are grouped together. Adjoining these would be six of the affordable houses with the other three adjoining the existing residential dwellings to the south of the site. As a result most of the affordable provision would be provide dot the north east corner of the site in a mix of flats and houses but in a cluster of 24 dwellings. Officers consider this grouping to be agreeable, given that the houses compliment with neighbouring semi-detached and terraced housing and that the flats enjoy their own setting. The result would not appear to segregate the affordable housing by design which is the criticism of large grouping. It will be necessary to secure the provision of the affordable housing by part of an agreement to the grant of Planning Permission.

### **Flood Risk Issues**

- 5.38 The site is located within Flood Zone 1 the area least at risk from flooding and to which development should be directed. The application is accompanied by a flood risk assessment and drainage strategy. Foul flows are proposed to connect to the existing foul main draining to the south of the site. Surface water is understood at least in part of drain to Whitbreads Wood. The applicants propose to continue to discharge surface water to the local drainage network but at the one in one year green field run off rate. This will be achieved by permeable paving with sub base storage and an attenuation basin to be constructed at the southern end of the site to capture storm excess and release it after the storm has passed at the much lower one in one year storm rate.
- 5.39 The County Lead flood authority has considered these supporting reports and raises no objection, subject to the inclusion of a number of recommended conditions to the grant of Planning Permission.

**5.40 Infrastructure Issues**

- 5.41 The local clinical commissioning group has set out in a detailed response above that the development will impact upon local General Practitioners and that to mitigate this, a health contribution of £28,382 is required before the development commences to increase capacity at local health provision. This financial contribution will need to form part of an agreement tied to the grant of planning permission to ensure that contribution is delivered.
- 5.42 The development is relatively isolated although connected by the local footpath network and adjoins Hockley Woods where there is existing play space. Nevertheless, policy CLT 5 to the Council's adopted Core Strategy requires new public open space to be provided with new residential development. The development would provide a mix of housing to suit large and small households. As such the development should deliver some nearby play space. There is open land adjoining the layout where an equipped play space can be provided. This matter can also be a requirement of a legal agreement tied to the grant of planning permission.

**Ecological Issues**

- 5.43 The application is supported by an updated ecological assessment to update the work previously undertaken in preparation for the previously approved outline planning application.
- 5.44 The updated assessment recognised Hockley Woods SSSI and LNR sited to the east of the site and separated by only a narrow band of woodland. The application site falls within the impact risk zone for the SSSI and the applicants have undertaken consultation with Natural England. Hockley Woods represents one of the largest examples of Ancient woodland in South Essex and has a significant historical interest in having the most extensive Anglo Saxon internal boundary banks for any wood in England. Currently there are no public rights of way into Whitbreads Wood from the former prison site. It will be important to determine the best and appropriate least ecologically damaging route to connect the site and footpath network.
- 5.45 The area proposed for development is principally confined to the previously developed land and hence issues of habitat loss or damage are limited to small intrusions of development into pockets of land adjoining the former prison complex. The majority of habitats found within the prison complex are such as amenity grassland and scrub or of limited value whereas habitats found within the wider site are of more interest.
- 5.46 An assemblage of common bat activity was recorded along Bullwood Hall Lane. As only two bats were seen continuously emerging and re-entering the building it was concluded that two bat roosts were present and licence obtained from Natural England to undertake the demolition work.

- 5.47 Surveys for dormice of habitats within and adjacent to the site did not record the presence of this species.
- 5.48 A small population of slow works was identified in the semi improved grassland in the north and south of the site. The developable area is unlikely to impact the location of these populations.
- 5.49 Great crested newts were recorded in a pond near to the site with an increased presence recorded in 2017 indicative of a medium population being present. This pond is retained as part of the development.

## 6 CONCLUSION

- 6.1 The development is proposed to previously developed land located in the Metropolitan Green Belt where the re-development of such sites is considered appropriate and accords with national and local planning policy. The development would provide a good dwelling mix with dwellings of good design creating an attractive sense of place. The quantum of development can be accommodated by the existing access arrangements.

## 7 RECOMMENDATION

- 7.1 It is proposed that the Committee **RESOLVES**

That the application be approved, subject to the completion of a legal agreement under Section 106 of The Act for the heads of terms set out below and to the heads of conditions set out further below, subject to any reasonable changes the Council's Assistant Director, Planning and Regeneration Services shall deem fit arising from negotiation of the legal agreement details.

### Agreement Heads of Terms

- a) Transfer of Whitbreads Wood (6.6ha) of woodland to the District Council.
- b) Provision of affordable housing as shown in the application details.
- c) NHS contribution of £28,382 required before the development commences to increase capacity at local health provision.
- d) Provision of playspace and equipped play area near the site on land within the applicant's control.
- e) Arrangements for landscape and play equipment maintenance.

**Heads of Conditions**

- (1) Time Limit - 3 years
- (2) List of approved plans – as per drawing schedule.
- (3) Submission of external materials for approval Materials and implementation.
- (4) Submission of landscaping scheme and implementation.
- (5) Obscure glazing to first floor side windows to house types A1,A2, A3 B2,D1.
- (6) No further side windows all dwellings

**Flooding**

## Condition 1

- (7) No works shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme should include but not be limited to:
  - Limiting discharge rates to the 1 in 1 year greenfield rate for all storm events up to and including the 1 in 100 year rate plus 40% allowance for climate change.
  - Provide sufficient storage to ensure no off site flooding as a result of the development during all storm events up to and including the 1 in 100 year plus 40% climate change event.
  - Final modelling and calculations for all areas of the drainage system.
  - The appropriate level of treatment for all runoff leaving the site, in line with the CIRIA SuDS Manual C753.
  - Detailed engineering drawings of each component of the drainage scheme.
  - A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.
  - A written report summarising the final strategy and highlighting any minor changes to the approved strategy.

The scheme shall subsequently be implemented prior to occupation.

Reason

- To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.
- To ensure the effective operation of SuDS features over the lifetime of the development.
- To provide mitigation of any environmental harm which may be caused to the local water environment
- Failure to provide the above required information before commencement of works may result in a system being installed that is not sufficient to deal with surface water occurring during rainfall events and may lead to increased flood risk and pollution hazard from the site.

Condition 2

- (8) No works shall take place until a Maintenance Plan detailing the maintenance arrangements including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies, has been submitted to and agreed, in writing, by the Local Planning Authority.

Should any part be maintainable by a maintenance company, details of long term funding arrangements should be provided.

Reason

To ensure appropriate maintenance arrangements are put in place to enable the surface water drainage system to function as intended to ensure mitigation against flood risk.

Failure to provide the above required information before commencement of works may result in the installation of a system that is not properly maintained and may increase flood risk or pollution hazard from the site.

Condition 3

- (9) The applicant or any successor in title must maintain yearly logs of maintenance which should be carried out in accordance with any approved Maintenance Plan. These must be available for inspection upon a request by the Local Planning Authority.

### Reason

To ensure the SuDS are maintained for the lifetime of the development as outlined in any approved Maintenance Plan so that they continue to function as intended to ensure mitigation against flood risk.

### Highways

- (10) Prior to commencement of the development, the areas within the curtilage of the site for the purpose of loading / unloading / reception and storage of building materials and manoeuvring of all vehicles, including demolition and construction traffic shall be provided clear of the highway.

#### REASON and PRE-COMMENCEMENT REASON:

To ensure that appropriate loading / unloading facilities are available to ensure that the highway is not obstructed during the construction period in the interest of highway safety in accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

- (11) Prior to commencement of the development details showing the means to prevent the discharge of surface water from the development onto the highway shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety prior to the access becoming operational and shall be retained at all times.

REASON and PRE - COMMENCEMENT REASON: To prevent hazards caused by water flowing onto the highway and to avoid the formation of ice on the highway in the interest of highway safety to ensure accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

- (12) No unbound material shall be used in the surface treatment of the vehicular access and parking areas within 6 metres of the highway boundary.

REASON: To avoid displacement of loose material onto the highway in the interests of highway safety in accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

- (13) Prior to the occupation of the proposed residential development, the Developer shall provide a Residential Travel Information Pack for every household for sustainable transport, to include six one day travel vouchers for bus travel approved by Essex County Council.

REASON: In the interests of reducing the need to travel by car and promoting sustainable development and transport in accordance with policies DM9 and DM10 of the highway authority's development management policies, adopted as County Council Supplementary Guidance in February 2011.

- (14) The existing outer wooded fence shall be retained to provide a buffer between the development boundary and the extent of the adjoining ancient woodland. The buffer shall be retained as semi natural habitat.

REASON: In the interests of protected species and the wider ecological enhancement of the site.

- (15) The development shall be implemented in accordance with the details of the submitted Construction Management Plan dated 17<sup>th</sup> November 2017 Ref: SJT/18422-03\_CTMP in particular the controlled management of the flow of construction traffic entering and leaving the site.

REASON: In the interests of safeguarding and protecting heritage assets adjoining the site access.

- (16) Delivery vehicles shall not access or exit the site between the hours of 0800 and 0930 hours and 1430 - 1530 hours Monday to Friday during school term days.

REASON: In order to prevent conflict on the highway network during school run drop off and collection times given limitations for large vehicles to the site access and the large size of construction delivery vehicles in the interests of highway safety and the free flow of traffic.

- (17) Prior to the first occupation of the development hereby approved the applicant shall submit details to the Local Planning Authority for the provision of a shared footway and bridleway to be provided to land outside of the tree rooting zone to preserved trees on land within the applicants control to the eastern side of the access road. Such shared surface shall connect the development to the existing highway network to a minimum width of 3m wide unless otherwise agreed in writing by the Local Planning Authority. The development shall be implemented in accordance with such details as may be agreed.

REASON: In order to provide segregated pedestrian and equine access to the development and Hockley Woods in the interests of highway safety.



Matthew Thomas  
Assistant Director, Planning & Regeneration Services

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### **Relevant Development Plan Policies and Proposals**

Rochford District Council Local Development Framework Core Strategy (Adopted December 2011)

Policies H1,H4,H5,URV1,CP1,T8,ENV 1,ENV3,CLT5.

Rochford District Council Local Development Framework Development Management Plan (Adopted December 2014)

Policies DM1, DM2,DM4,DM10,DM25,DM26,DM27,DM28,DM30,DM31.

Essex County Council Parking Standards Design and Good Practice (September 2009)

Standard C3

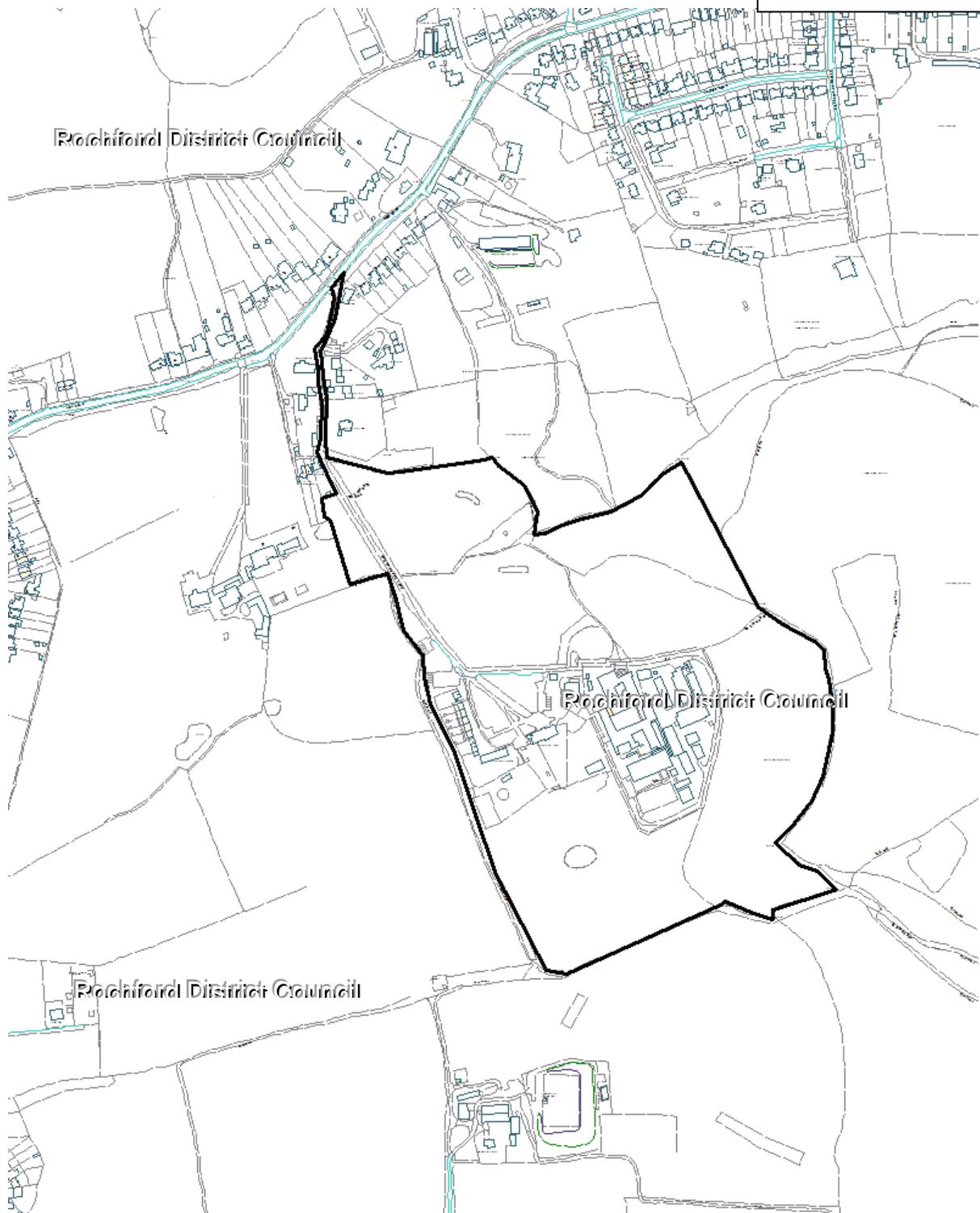
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17/00964/FUL



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## Appendix 1: Application 17/00964/FUL

## Analysis of plot amenity areas and side isolation space

Plot No. and House type	No. of bedrooms	Amenity area required m2	Actual Amenity Area m2	Difference M2	Side Isolation space compliant	Comment
Plot1 D1 Terraced Affordable	2	50	78.34	+28.34	yes	
Plot 2 D1 Terraced Affordable	2	50	48.81	-1.19	n/a	Slight fail off - set by adjoining open space
Plot 3 D1 Terraced Affordable	2	50	81.85	+31.85	yes	
Plot 4 C1 Semi	3	100	122.5	+22.5	yes	
Plot 5 C1 semi	3	100	132	+32	yes	
Plot 6 C1 Terraced	3	50	118	+68	yes	
Plot 7 C1 Terraced	3	50	76.6	+26.6	n/a	
Plot 8 C1 Terraced	3	50	145	+95	yes	
Plot 9 C1 Semi	3	100	134	+34	yes	

Plot No. and House type	No. of bedrooms	Amenity area required m2	Actual Amenity Area m2	Difference M2	Side Isolation space compliant	Comment
Plot 10 C1 Semi	3	100	112	+12	yes	
Plot 11 A2 Detached	5	100	205	+105	yes	
Plot 12 B2 Detached	4	100	205	+105	yes	
Plot 13 B2 Detached	4	100	203	+103	yes	
Plot 14 A2 Detached	4	100	235	+135	yes	
Plot 15 A3 Detached	5	100	183	+83	yes	
Plot 16 B1 Detached	4	100	120	+20	yes	
Plot 17 B1 Detached	4	100	111	+11	yes	
Plot 18 A3 Detached	5	100	175	+75	yes	
Plot 19 A1 Detached	5	100	163	+63	yes	
Plot 20 A1 Detached	5	100	172	+72	yes	
Plot 21 A1 Detached	5	100	90.19	- 9.81	yes	Fail off – set by adjoining open space

Plot No. and House type	No. of bedrooms	Amenity area required m2	Actual Amenity Area m2	Difference M2	Side Isolation space compliant	Comment
Plot 22 A3 Detached	5	100	184	+84	yes	
Plot 23 B2 Detached	4	100	209	+109	yes	
Plot 24 B1 detached	4	100	128	+28	yes	
Plot 25 B2 Detached	4	100	339	+239	yes	
Plot 26 B2 Detached	4	100	198	+98	yes	
Plot 27 C1 Semi	3	100	100	0	yes	
Plot 28 C1 Semi	3	100	100	0	yes	
Plot 29 C1 Semi	3	100	98.8	- 1.2	yes	Fail. Garden still useable.
Plot 30 C1 Semi	3	100	103	+3	yes	
Plot 31 A2 Detached	5	100	182	+82	yes	
Plot 32 B2 Detached	4	100	191	+91	yes	

Plot No. and House type	No. of bedrooms	Amenity area required m2	Actual Amenity Area m2	Difference M2	Side Isolation space compliant	Comment
Plot 33 A3 Detached	5	100	264	+164	yes	
Plot 34 A1 Detached	5	100	150	+50	yes	
Plot 35 A3 Detached	5	100	393	+293	yes	
Plot 36 A1 Detached	5	100	149	+49	yes	
Plot 37 A3 Detached	5	100	185	+85	yes	
Plot 38 D1 Semi Affordable	2	50	57	+7	yes	
Plot 39 D1 Semi Affordable	2	50	63	+13	yes	
Plot 40 D1 Semi Affordable	2	50	61	+11	yes	

Plot No. and House type	No. of bedrooms	Amenity area required m2	Actual Amenity Area m2	Difference M2	Side Isolation space compliant	Comment
Plot 41 D1 Semi Affordable	2	50	57	+7	yes	
Plot 42 D1 Semi Affordable	2	50	53	+3	yes	
Plot 43 D1 Semi Affordable	2	50	78	+28	yes	
Plot 44 C1 Terraced	3	50	109	+59	yes	
Plot 45 C1 Terraced	3	50	113	+63	n/a	
Plot 46 C1 Terraced	3	50	123	+23	yes	
Plot 47 C1 Semi	3	100	102	+2	yes	
Plot 48 C1 Semi	3	100	99.7	-0.03	yes	Fail. Very slightly undersize and garden still useable space.

Plot No. and House type	No. of bedrooms	Amenity area required m2	Actual Amenity Area m2	Difference M2	Side Isolation space compliant	Comment
Plot 49 C1 Semi	3	100	100	0	yes	
Plot 50 C1 Semi	3	100	129	+29	yes	
Plot 51 B1 Detached	4	100	176	+76	yes	
Plot 52 B2 Detached	4	100	168	+68	yes	
Plot 53 B2 Detached	4	100	162	+62	yes	
Plot 54 B1 Detached	4	100	121	+21	yes	
Plot 55 Apartment Affordable	1	5 balcony or 25	5	0	n/a	
Plot 56 apartment Affordable	2	5 balcony or 25	5	0	n/a	
Plot 57 Apartment Affordable	1	5 balcony or 25	5	0	n/a	
Plot 58 Apartment	1	5 balcony or 25	5	0	n/a	

Plot No. and House type	No. of bedrooms	Amenity area required m2	Actual Amenity Area m2	Difference M2	Side Isolation space compliant	Comment
Affordable						
Plot 59 Apartment Affordable	2	5 balcony or 25	5	0	n/a	
Plot 60 Apartment Affordable	2	5 balcony or 25	5	0	n/a	
Plot 61 Apartment Affordable	1	5 balcony or 25	5	0	n/a	
Plot 62 Apartment Affordable	2	5 balcony or 25	5	0	n/a	
Plot 63 Apartment Affordable	2	5 balcony or 25	5	0	n/a	
Plot 64 Apartment Affordable	2	5 balcony or 25	5	0	n/a	
Plot 65 Apartment Affordable	1	5 balcony or 25	5	0	n/a	
Plot 66 Apartment Affordable	2	5 balcony or 25	5	0	n/a	
Plot 67 Apartment Affordable	1	5 balcony or 25	5	0	n/a	

<b>Plot No. and House type</b>	<b>No. of bedrooms</b>	<b>Amenity area required m2</b>	<b>Actual Amenity Area m2</b>	<b>Difference M2</b>	<b>Side Isolation space compliant</b>	<b>Comment</b>
Plot 68 Apartment Affordable	1	5 balcony or 25	5	0	n/a	
Plot 69 Apartment Affordable	2	5 balcony or 25	5	0	n/a	
Plot 70 Apartment Affordable	1	5 balcony or 25	5	0	n/a	
Plot 71 Apartment Affordable	2	5 balcony or 25	5	0	n/a	
Plot 72 Apartment Affordable	1	5 balcony or 25	5	0	n/a	

## Appendix 2: Application 17/00964/FUL

## Analysis of proposed house types against national space standards

House type and quantity	No. of bedrooms and storeys	Gross floorspace m2	Gross floorspace required m2	Built in storage m2	Built in storage required m2	Ceiling 2.3m for 75% of floorspace	Comment
Market A1 House 5b10p  5 No.	5 bed  2.5 storeys	235	134 (8p) (standard does not account for larger than 8 person homes)	4.6	3.5	yes	Excess of 101 m2 gross
Market A2 House  5b9p  3 No.	5 bed  2 storey	238.7	128 (8p) (standard does not account for larger than 8 person homes)	12.3	3.5	yes	Excess of 110.7 m2 gross.
Market A3 House  5b10p  6 No.	5 bed  2 storey	225.9	128(8p) (standard does not account for larger than 8 person homes)	3.7	3.5	yes	Excess of 97.9 m2 gross.
Market B1 House  4b8p  5No.	4 bed  2 storey	192.2	124	4.9	3.5	yes	Excess of 68.2 m2 gross
Market B2 House  4b8p  8No.	4 bed  2 storey	201.39	124	7.15	3	yes	Excess of 77.39m2 gross.
Market C1 House  3b5p  18No.	3 bed  2 storey	93	93	3	2.5	yes	<b>FAIL</b>  Bed 1 under double size by 1.26m2
Affordable  D1 house  2b3p  9No.	2 bed  2 storey	70	70	1.35	2.0	Yes	<b>FAIL</b>  Storage under size by 0.65m2  Bedroom 1 under double size by 0.435m2

House type and quantity	No. of bedrooms and storeys	Gross floorspace m2	Gross floorspace required m2	Built in storage m2	Built in storage required m2	Ceiling 2.3m for 75% of floorspace	Comment
Affordable Apartment 2b3p 1No.Plot 56.	2 bed Apartment	61.14	61	1.885	2.0	yes	<b>FAIL</b> Storage under by 0.115m2 Bedroom 1 under double size by 0.06m2
Affordable Apartment 2b3p 2No.Plots 59, 63.	2 bed Apartment	69	61	2.07	2.0	yes	<b>FAIL</b> Bedroom 1 under size by 0.5m2
Affordable Apartment 2b3p 2 No. Plots 60,64.	2 bed Apartment	65.3	61	1.255	2	yes	<b>FAIL</b> Storage undersize by 0.745m2
Affordable 2b3p 4No. Plots 62,66,69,71.	2 bed Apartment	66.2	61	2.07	2.0	yes	Excess of 5.2m2 gross.
Affordable 1b2p Mobility 3No. Plots 55,58,67.	1 bed Apartment	57.6	50	1.76	1.5	yes	Excess of 7.6m2 gross.
Affordable 1b2p 3No.Plots 57,61,65.	1 bed Apartment	50	50	1.9	1.5	yes	
Affordable 1b2p 3 No. Plots 68,70,72.	1 bed Apartment	52.4	50	1.2	1.5	yes	<b>FAIL</b> Storage area undersize by 0.3m2. But gross in excess by 2.4m2