
16/00733/FUL

THREE ACRES, ANCHOR LANE, CANEWDON

**DEMOLISH EXISTING DWELLING AND OUT BUILDINGS
AND CONSTRUCT DEVELOPMENT OF 35 DWELLINGS
AND ASSOCIATED WORKS**

**APPLICANT: SANCTUARY GROUP AND DOVE JEFFERY
HOMES LTD**

**ZONING: SETTLEMENT EXTENSION RESIDENTIAL
LAND ALLOCATIONS PRE 2021**

POLICY SER7 SOUTH CANEWDON

PARISH: CANEWDON PARISH COUNCIL

WARD: ROCHE NORTH AND RURAL

1 PLANNING APPLICATION DETAILS

- 1.1 Permission is sought to develop the site for residential purposes, with 35 dwellings proposed in the scheme comprising 2 No. one-bedroomed apartments (house type J), 2 No. two-bedroomed apartments (house type K), 21 No. two-bedroomed houses (house type C, D, G, L), 7 No. three-bedroomed houses (house type B, E, F, H, I) and 3 No. detached four-bedroomed houses (house type A and A2).
- 1.2 A vehicular access is proposed to the site from Anchor Lane.
- 1.3 The site would be centred around an open area of communal amenity space measuring some 566 square metres in area. An additional amenity space and pond would be sited to the eastern side of the plot measuring 192 square metres.
- 1.4 The extent of the application site is identified in red on the location plan and the development area of the site is entirely contained within the boundary of the allocation site (SER7) in the adopted Rochford District Council Allocations Plan (2014).
- 1.5 The submission of the application in 2016 followed pre-application advice meetings involving planning officers, as well as a public exhibition for the local community.

- 1.6 The proposed development would be largely two storey buildings, with the proposed dwellings reaching a ridge height of between 7.5 metres and 9.16 metres. The proposed buildings would have pitched roofs, with gable fronted elements to end of terrace dwellings. Small pitched roof front dormers are proposed to some house types.
- 1.7 The three detached four-bedroomed houses, Type A, would front onto Anchor Lane, with a row of terraced two and three-bedroomed houses to the east. Apart from the proposed Type A houses the remaining dwellings would be grouped into terraces or semi-detached houses. The mix of house types within each grouping would result in varying ridge heights in the terraced rows of housing, which would break up the built form and create visual interest.
- 1.8 Plain tiled roofs will be adopted across the site as the predominant roofing material, with red stock brick work broken up by smooth off white render and shiplap weather boarding. Windows will be in a light grey coloured uPVC frame with matching rain water goods.
- 1.9 A total of 77 parking spaces are proposed in this application; 68 allocated spaces and 9 visitor spaces. Two allocated spaces are proposed for properties with two or more bedrooms, and one allocated space is proposed for one-bedroomed dwellings. Visitor parking spaces would be dispersed across the development with two spaces to the southern edge of the site, two spaces in a layby along the access road and five sited centrally around the public open space proposed. Three parking courts would be located within the site to serve units 4 to 7, 15, 19 to 22 and 25 to 28, 30 to 31. The remainder of parking would be within the curtilage of the dwellings. Soft landscaping is proposed across the development with trees along all boundaries.

Community Engagement

- 1.10 In addition to two pre-application enquiries, the applicant undertook a community engagement process which consisted of a leaflet drop to local residents and a presentation to Canewdon Parish Council and local residents by representatives of the applicant in the village of Canewdon on 6 July 2016. All feedback was reviewed following the consultation process in order to develop the proposals for a planning application, which has resulted in the submitted scheme.

THE SITE

- 1.11 The site is located on the northern side of Anchor Lane, to the north east of the junction of Anchor Lane and Scotts Hall Road. It is rectangular in shape with a large frontage onto Anchor Lane and has an area of some 1.025 hectares. The land comprises of the existing dwelling house “Three Acres” and the existing out buildings to the western boundary of the site, the existing

paddock which is sited to the east of the residential curtilage and open land to the rear of the site.

- 1.12 The easternmost boundary of the site is the boundary shared with “Birch Lodge”. The site itself slopes downwards from north to south. The overall fall is significant with the land to the north of the application site being some 6-8 metres higher.
- 1.13 To the east of the site exists the neighbouring dwelling “Birch Lodge”. This site also forms part of the allocation within Policy SER7, to which this application relates. The site of “Birch Lodge” is not, however, included in this application.
- 1.14 To the north, beyond the hedgerow boundary is an undeveloped open field which provides a buffer between the former vicarage and St. Nicholas Church. This area of land is designated as part of the Canewdon Church Conservation Area.
- 1.15 On the north eastern boundary of the site is the end of the residential development along Ash Green; some of these properties back towards the site and number 21 Ash Grove would share part of its rear boundary with the site.
- 1.16 The existing access to the site is via a small access point off Scotts Hall Road on the south western corner of the site.
- 1.17 The nearest bus stop to the site is located immediately adjacent to the site on Anchor Lane. These stops are served by bus route numbers 60A, 806, and 515 and provide a daily service to Great Stambridge, Rochford and Lower Hockley. Rochford rail station is approximately 7 km south west of the site.
- 1.18 Apart from the residential use of the site in the south western corner, the remaining parts of the site comprise undeveloped gardens/grassland with scattered shrubs, trees and flower beds set within a structural landscape that divides the site from the residential curtilage to the area that was last used as a riding school centre.

2 RELEVANT PLANNING HISTORY

- Birch Lodge (remainder of allocation site)
- 2.1 Application No. 15/00228/OUT. Outline Application to Demolish Existing Dwelling and Construct 17 No. Houses, Access Road, Garages And Parking Areas

Application withdrawn.

3 CONSULTATIONS AND REPRESENTATIONS**Canewdon Parish Council**

- 3.1 No objections. The Parish Council would like an investigation to be carried out with a view to reducing the speed limit from 60mph to 30mph from the junction of Scotts Hall Road to the current 30mph limit further along Anchor Lane.

3.2 Rochford District Council Engineering

No public foul and surface water sewers appear within the immediate vicinity of the site, therefore drainage proposals are required.

Essex County Council Specialist Archaeological Advice

- 3.3 The Historic Environment Record (EHER) shows that the proposed development site is located to the east of several find spots of early medieval and medieval material. These may indicate previous land use or settlement in the area. The archaeological desk-based assessment which accompanies this application suggests that there is the possibility of archaeological remains surviving in the development area, which would be destroyed by this development, and which should be assessed by trial trenches. In view of this, the following recommendation is made in line with the National Planning Framework.

3.4 Recommendation: Full Condition

‘No development or preliminary ground works of any kind shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the local planning authority’.

- 3.5 The archaeological work will comprise evaluation trenches of the proposed development area, followed by excavation if archaeological features are found. All field work should be conducted by a professional recognised contractor in accordance with a brief issued by this office.

Rochford District Council Street Scene

- 3.6 Requirement to pay £168.00 for each set of three bins per household and also to refer them in the first instance to the waste requirements section found on Appendix 1 Page 89 of the Local Development Framework, Development Management Submission Document April 2013. (See attached).

Essex County Council Economic Growth and Development

- 3.7 A development of this size can be expected to generate the need for up to 2.79 Early Years and Childcare (EY&C) places, 9.3 primary school places and 6.2 secondary school places. There is insufficient evidence that the EY&C places generated from this development would require there to be additional provision, therefore I will not be requesting a contribution at this time.
- 3.8 There is insufficient evidence that the primary school places generated from this development would require there to be additional provision, therefore I will not be requesting a contribution at this time.
- 3.9 With regard to secondary education needs, this proposed development is located within the Rochford Secondary Group 1 forecast planning group. There is insufficient evidence that the places generated from this development would require additional provision. No contribution for additional secondary school places will therefore be requested.
- 3.10 Having reviewed the proximity of the site to the nearest secondary school, I have concluded that the school is in excess of the statutory walking distance from the proposed development and, therefore, Essex County Council is obligated to provide free transport to the school resulting in a long term cost to local taxpayers. The cost is estimated to be £4.30 per pupil per day for 190 days (a standard academic year excluding training days). It is the practice of Essex County Council to seek the cost pertaining to a 5 year period.
- 3.11 In view of the above, I request on behalf of Essex County Council that any permission for this development is granted, subject to a section 106 agreement to mitigate its impact on school transport.
- 3.12 If your Council were minded to turn down the application, I would be grateful if the lack of school transport provision in the area can be noted as an additional reason for refusal and that we are automatically consulted on any appeal or further application to the site.

Essex County Council Flood and Water Management

- 3.13 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.
- 3.14 The proposed development will only meet the requirements of the National Planning Policy Framework if the following measures, as detailed in the FRA and the documents submitted with this application, are implemented and secured by way of a planning condition on any planning permission.
- 3.15 Condition 1

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 3l/s 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.
- Provide sufficient treatment for all elements of the development. Treatment should be demonstrated to be in line with the guidance within the CIRIA SuDS Manual C753.

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 rain fall events and may lead to increased flood risk and pollution hazard from the site.

3.16 Condition 2

No works shall take place until a scheme to minimise the risk of off site flooding caused by surface water run off and ground water during construction works and prevent pollution has been submitted to, and approved in writing by, the local planning authority. The scheme shall subsequently be implemented. The scheme shall be implemented as approved.

Reason

The National Planning Policy Framework paragraph 103 and paragraph 109 state that local planning authorities should ensure development does not increase flood risk elsewhere and does not contribute to water pollution.

Pre Commencement Reason

Construction may lead to excess water being discharged from the site. If dewatering takes place to allow for construction to take place below ground water level, this will cause additional water to be discharged. Furthermore, the removal of top soil during construction may limit the ability of the site to intercept rain fall and may lead to increased run off rates. To mitigate increased flood risk to the surrounding area during construction there needs to be satisfactory storage of/disposal of surface water and ground water which needs to be agreed before commencement of the development. Construction may also lead to polluted water being allowed to leave the site. Methods for preventing or mitigating this should be proposed.

3.17 Condition 3

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.

Pre Commencement Reason

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.

3.18 Condition 4

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 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.

Rochford District Council Arboricultural Officer

- 3.19 The development should be carried out in accordance with the tree report provided, in particular the tree works specification, tree protection method statement and construction profile (appendix 1 and tree protection plan for locations) and the hard surfacing required for T14 as provided on the tree protection plan and report sections P 4.0.
- 3.20 It should be a condition of consent that all licensing is to be agreed with Natural England before development commences. The final mitigation strategy is to be approved by Natural England before development commences and a copy of the mitigation strategy and all approvals submitted to RDC.

Historic England

- 3.21 Our specialist staff have considered the information received and we do not wish to offer any comments on this occasion.

3.22 Recommendation

The application(s) should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

Essex County Council Listed Buildings

- 3.23 The site falls just to the south of the boundary of the Canewdon Church Conservation Area, a designated heritage asset for the purposes of the NPPF. To the north of the site, the Church of St. Nicholas is a prominent and visible building of fourteenth and fifteenth century construction, with more recent repairs and restoration. It is of considerable architectural and historic significance, and is accordingly listed grade II*. Its associated vicarage, located directly to the south, is a red brick build of eighteenth and nineteenth century construction, which is listed grade II in its own right.
- 3.24 The applicant seeks to demolish the existing buildings on the site. These make little contribution to the character and appearance of the nearby Conservation Area, although they do make a minor negative contribution to the setting of the Listed Building. I therefore do not have any objection to their demolition. However, I would also comment that the current buildings also do not make a substantially negative contribution to either, and there is therefore a benefit to retaining status quo if the application would result in greater harm to either heritage asset.
- 3.25 The applicant has carried out a visual impact assessment as part of this application, assessing the impact of the development on key views of the grade II* listed church. This is a positive exercise, and allows a more accurate assessment of the impact of the application on the setting of the church.

These long views are significant. Firstly, because the church is experienced, viewed and understood over a large area, and this visibility and prominence makes an important contribution to its significance. Secondly, this visibility is intentional, as when a church covered a large rural parish there was a functional necessity for it to be able to be seen from a distance, and this was reflected in its siting and its form.

- 3.26 This is evidenced in this instance in the fact that the building has been sited on the high point of the land, and includes a tall and prominent west tower. The church was often also the highest status building in the village, and there is therefore also an ostentatious element to their prominence. The severing of these views, or significant intrusions into them, should therefore be considered to cause harm to significance of the Listed Building.
- 3.27 The new houses will obviously sit in the foreground of the church in views looking north along Scotts Hall Road, and will therefore form part of the environment in which the Listed Building will be experienced. In particular they are likely to obscure views of the nave of the church from this viewpoint. It would appear that this view is already partially obscured in this long view by the existing “Three Acres” house, but the new configuration of buildings will more considerably screen this view. This is a result of the fact that the revised plans will create a more solid building line across the front of the site, set further forward than the existing line, and extending further to the west. The proposal will also create a hitherto non-evident mass of building extending up the eastern side of the access track. In this view, and from this road, the Church, which formerly felt separate and isolated from the rest of the built development when approached from this direction, will instead be experienced as part of the continuation of the village envelope. This sense of separation is integral to the historic setting of the building, which, along with its associated vicarage, is shown as being sited completely separate from the rest of the village on the 1st, 2nd and 3rd edition OS maps. This sense of separation has been eroded to the east and the south-east by the gradual incursion of modern housing, to the detriment of the setting of the Listed Building, but this arguably enhances the significance of the remaining areas of separation. In both these key views, the way in which the building is experienced and understood will be altered, in a manner which is to its detriment.
- 3.28 The church is also a key building within the Conservation Area, which makes a considerable contribution to the historic character of the heritage asset. Therefore through harm to the setting of the church, there can be seen to be ensuing harm to the significance of the Conservation Area. However, in terms of a more general impact on the Conservation Area, the extensive relatively dense development already in existence to the south of the Conservation Area boundary has already created a relatively built up and modern character to the southern section of Canewdon. The new development will be a continuation of this, separated from the High Street section of the Conservation Area by the existing modern houses. The proposal is therefore

unlikely to cause harm to the Conservation Area, beyond the residual harm caused to the setting of the church.

- 3.29 I would therefore conclude that the proposal will result in harm to the setting of the grade II* listed church, in a manner which can be seen to be contrary to section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990. It would therefore result in harm as per paragraph 134 of the NPPF.

Essex County Council Urban Design Consultant

- 3.30 The application site is allocated on a prominent cross road location which marks the gateway into the village. The surrounding landscape is open agricultural land, with low hedgerows following the field boundaries and lining each side of Lark Hill Road. The topography of the site rises due north to a ridge which is marked by the location of the parish Church of St. Nicholas.
- 3.31 The supporting documentation includes a series of reports which aim to inform the proposed layout. There are a number of key points, additional information required and amendments that I would like to see adopted as part of the proposals before I could endorse the application; these have been listed below.
- 3.32 The layout is based around an inward facing perimeter block which exploits the development potential of the site. However, this approach creates a number of missed opportunities for the development to benefit from the long westerly views, as well as creating an appropriate frontage along the lane leading up to the church. The arrangement of the current layout places the plot boundary fences to the boundary edge of the site, again further creating a development which fails to respond or interact with the surrounding roads and landscape. For a site in such a key gateway location, the proposals fail to adequately respond to the rural context and character of the site.
- 3.33 The layout as a whole has been designed as a ridged urban character, rather than that of a development located at the country edge of a small rural village. The long terraces, combined with the site topography, will create a development which dominates the gateway and views into the village.
- 3.34 The location of plot 1 is in a very key location, marking the new gateway into the village. The proposed dwelling on this plot is underwhelming and would be more suited as a corner tuning unit rather than a key building which marks this important location.
- 3.35 Another key area of the layout which would benefit from a re-think is the entrance point into the site fronting onto Scotts Hall Road. The entrance (as designed in the indicative layout) is dominated by a hard standing driveway; a narrower (and landscaped) private drive would be more applicable in this location. The frontage at this location should be tighter against Scotts Hall

Road than currently shown, with access taken directly from the proposed main spine road rather than Scotts Hall Road.

- 3.36 The street hierarchy is generally well considered with a suitable variety of street types and place making principles, but it is clear that a combined development approach with the adjacent site would provide wider benefits to the development of each of the separate sites.
- 3.37 The central location of the public open space is logical but with the surrounding dwellings fronting onto this space result in the rear gardens backing onto the surrounding roads and countryside; reinforcing the insular layout of the development. The layout would be greatly improved if the public open space was moved to a shared central location with the adjacent site.
- 3.38 The proposed elevations seek to draw reference from the local built context; this is evidenced in the Design and Access Statement. The proposed elevations lack the detail and variety of the local design precedents they seek to draw design cues from. This includes fenestration, detailing, roof form and the composition of the street scene and housing typologies.
- 3.39 Parking is generally provided either on-plot and in small parking courts. There are a number of opportunities to improve the variety of parking provision, for example exploring opportunities to introduce parking squares, see Essex Design Guide pages 19 (Parking Squares) especially around the shared surface squares along the main spine road.
- 3.40 A detailed landscape plan will be required indicating how the existing boundary and tree planting will be enhanced by the proposed landscape scheme. For such a rural and open location I would expect to see the southern and western boundaries planted to a greater level than currently shown.
- 3.41 Within the site itself, the proposed landscaping is minimal with small areas of shrub planting indicated and some street trees along the main access road. It is important to demonstrate an appropriate and adoptable landscape scheme; especially where the proposals rely on landscaping to help mitigate the effect the development will have on long views into the site and the relationship with the church.
- 3.42 More information is required on the proposed boundary treatments, especially where the development backs onto the rural lane to the church. Close boarded fence is not an appropriate boundary type for a location such as this, with long views into the site across open fields and at the gateway into the village.
- 3.43 The buffer between the existing residential areas to the east and the edge of the development should be widened to reflect both the requirements of the

site allocation and protect the existing residential areas; the buffer as shown is far too narrow.

- 3.44 The proposed layout has been designed to maximise the development potential of the site. There are a number of layout principles which should be reconsidered; mainly how the development relates to the surrounding roads and countryside edge. It is clear that for a successful development to work on this site there should be a greater amount of collaboration between this and the adjacent site; helping to create a more holistic layout and design approach that responds to the surrounding context and to the benefit of both development sites.

Essex County Council Highways

- 3.45 Motion TP were commissioned to provide Highways and Transportation advice to support the proposed development located to the west of Canewdon on Anchor Lane. The main development will be served from a single vehicle access. This will take the form of a simple priority junction with a 5.5m access road width. The junction form and proposed quantum of development is in line with the design requirements of the Essex Design Guide. The internal layout and parking also accords with the Essex Design Guide and EPOA Parking Standards.
- 3.46 The applicant and neighbouring landowner also have an agreement in place to ensure the appropriate highway visibility is secured in perpetuity. The land to provide the visibility splay along the northern side of Anchor Lane shall be subsequently offered for adoption to the Highway Authority.
- 3.47 The provision of a footway along the northern side of Anchor Lane will improve accessibility to the site and integrate the proposed development with Canewdon, permitting improved access to facilities and services. The development site is also close to local bus services through the provision of new stops adjacent to the site.
- 3.48 The application site also includes provision for future access to the adjacent site along its eastern boundary.
- 3.49 The above details have all been agreed with Essex County Council in pre-application discussions. The proposal also complies with the Development Management policies and is therefore considered acceptable to the Highway Authority.
- 3.50 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 the 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 future maintenance as a public highway.

3.51 From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority for the following reasons:-

1. Prior to commencement of the development, the road junction at its centre line shall be provided with a clear to ground visibility splay with dimensions of 2.4 metres by 75.9 metres to the east and 2.4 metres by 75.9 metres to the west, as measured from and along the nearside edge of the carriageway. Such vehicular visibility splays shall be provided before the road junction is first used by vehicular traffic and retained free of any obstruction at all times. A 2m footway shall be provided along the southern side of Anchor Lane from the junction of the proposed development in a westward direction to link to the existing footway in front of 131 Anchor Lane. The footway on Anchor Lane shall be provided with full kerbs and appropriate drainage to carriageway. Details as shown in principle on Motion Drawing 150339-07 shall be agreed with the local planning authority in consultation with the Highway Authority.

Reason: To provide adequate inter-visibility between vehicles using the road junction and those in the existing public highway 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.

2. No unbound material shall be used in the surface treatment of the vehicular access 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.

3. There shall be no discharge of surface water onto the Highway.

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.

4. No development shall take place, including any ground works or demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide areas within the curtilage of the site for the

purpose of:-

- i. the parking of vehicles of site operatives and visitors
- ii. loading and unloading of plant and materials
- iii. storage of plant and materials used in constructing the development
- iv. wheel and under body washing facilities.

Reason: To ensure that on-street parking of these vehicles in the adjoining streets does not occur and to ensure that loose materials and spoil are not brought out onto the highway and to ensure that appropriate loading/unloading facilities are available to ensure that the highway is not obstructed during the construction period in the interests of highway safety and Policy DM 1 of the Highway Authority's Development Management policies February 2011.

5. That any new boundary planting shall be planted a minimum of 1 metre back from the highway boundary and any visibility splay.

Reason: To ensure that the future outward growth of the planting does not encroach upon the highway or interfere with the passage of users of the highway, to preserve the integrity of the highway and in the interests of highway safety and in accordance with Policy DM1 of the Development Management policies as adopted as County Council Supplementary Guidance in February 2011.

6. The parking shall be provided in accordance with the EPOA Parking Standards.

Reason: To ensure adequate space for parking off the highway is provided in the interest of highway safety in accordance with Policy DM8 of the Development Management policies as adopted as County Council Supplementary Guidance in February 2011.

Highway Works/Mitigation Measures/Contributions

7. Prior to occupation of the proposed development, the developer shall be responsible for the provision and implementation of a Residential Travel Information Pack per dwelling, for sustainable transport, approved by Essex County Council, to include six one day travel vouchers/or smartcard to same value for use with the relevant local public transport operator.

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

8. Prior to commencement of development, the developer shall provide public transport infrastructure improvements adjacent to the site to two bus stops on Anchor Lane. The eastbound stop shall include flagpole, timetable and raised kerb. The westbound stop shall include hardstanding, raised kerbs, flagpole, timetable. Both stops shall include appropriate road markings.

Reason: To make adequate provision within the highway for additional public transport users generated as a result of the proposed development.

Castle Point And Rochford Care Commissioning Group

Existing Healthcare Position Proximate to the Planning Application Site

- 3.52 The proposed development is likely to have an impact on the services of 2 GP practices operating within the vicinity of the application site. This is based on travel time/distance from the semi-rural location of Canewdon, not a radius as the crow flies. The GP practices do not have capacity for the additional growth resulting from this development.
- 3.53 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 & Rochford CCG would therefore expect these impacts to be fully assessed and mitigated.

Review of Planning Application

- 3.54 The planning application does not appear to include a Health Impact Assessment (HIA) or propose any mitigation of the healthcare impacts arising from the proposed development.
- 3.55 A Healthcare Impact Assessment (HIA) has been prepared by Castle Point & 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

- 3.56 The existing GP practices do not have capacity to accommodate the additional growth resulting from the proposed development. The development could generate approximately 84 residents and subsequently increase demand upon existing constrained services.
- 3.57 The primary healthcare services 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 catchment (or closest to) the proposed development Premises	Weighted List Size ¹	NIA (m²)²	Capacity³	Spare Capacity (NIA m²)⁴
Greensward Surgery or;	5,617	324.80	4,737	-60.36
Ashingdon Medical Centre	2,911	200.28	2,921	0.67
Total	8,528	525.08	7,658	-59.69

- 3.58 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.

Healthcare Needs Arising From the Proposed Development

- 3.59 The intention of Castle Point & 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.
- 3.60 The development would give rise to a need for improvements to capacity, in line with emerging CCG Estates Strategy, by way of extension, refurbishment or reconfiguration at Ashingdon Medical Centre or Greensward Surgery; a proportion of the cost of which would need to be met by the developer.
- 3.61 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 Premises	Additional Population Growth (35 dwellings) ⁵	Additional floorspace required to meet growth (m²)⁶	Spare Capacity (NIA)⁷	Capital required to create additional floor space (£)⁸
Greensward Surgery or Ashingdon Medical Centre	84	5.76	59.69	13,248
Total	84	5.76	59.69	£13,248

- 3.62 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 **£13,248**. Payment should be made before the development commences.

- 3.63 Castle Point & 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.
- 3.64 In its capacity as the healthcare commissioner, Castle Point & 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.
- 3.65 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.
- 3.66 Assuming the above is considered in conjunction with the current application process, Castle Point & 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.
- 3.67 The terms set out above are those that castle Point & Rochford CCG deem appropriate having regard to the formulated needs arising from the development.
- 3.68 Castle Point & 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.
- 3.69 Castle Point & Rochford CCG look forward to working with the applicant and the Council to satisfactorily address the issues raised in this consultation response and would appreciate acknowledgement of the safe receipt of this letter.

NEIGHBOUR REPRESENTATIONS

- 3.70 Eight neighbour letters have been received in response to this application from the following addresses:

Anchor Lane: Birch Lodge
Ash Green: 17
Canute Close: 22 (5 letters)
Anon: 1

and in the main make the following points:-

- At the Public/Canewdon Parish Council meeting both the Councillors and the public stressed how important it is that the site be removed from the 60 mph speed road zone and the 30 mph zone be moved back to cover the

site and that good footpaths should be provided to the site.

- Dove agreed to both requirements at the Public/Parish Council meeting.
- Detrimental to the setting of the Grade 2* listed St Nicholas Church that is to the north of the proposed development.
- Views of the church from various locations on Anchor Lane will be completely lost if the development is permitted.
- Views of the church from further away on Scotts Hall Road, Apton Hall Road and other locations will also be detrimentally affected by the development.
- The trees that are seen below the church will be replaced with roof tops, totally changing the setting of the church.
- All the above will significantly reduce the importance of the church in its prominent setting.

In addition the number of dwellings in this sensitive location near to listed buildings is inappropriate.

- The number of parking spaces is insufficient for the development in this location and will result in overflow parking in adjacent roads.
- Rochford District Council set a precedent for parking requirements in Canewdon as planning application 11/00181/FUL was refused on 1 June 2011 for insufficient parking. Here is an extract: in this case each dwelling would provide in excess of two bedrooms and given the remote location of the site without access to a regular bus service the provision of the minimum two parking spaces for each dwelling is considered inadequate.
- This previous precedent set by RDC should be followed with this new proposed development. In other words a minimum of three allocated spaces for every dwelling with more than two bedrooms.
- This should be in addition to the minimum of two spaces for 2-bedroom dwellings two spaces for 1-bedroom dwellings and the 0.25 spaces per dwelling for unallocated visitor parking.
- The Concept Statement for this site in the adopted RDC Local Development Framework Allocation Plan states on page 70: 3.215 links and enhancements to local pedestrian cycling and bridleway network, particularly as there is no footpath to the south of the site along Anchor Lane, will be required.

-
- The plan as submitted does not provide a footpath along Anchor Lane that links with the existing footpath network. The proposed development does therefore not comply with the adopted Concept Statement for this site.
 - This could only be achieved with a path constructed on the eastern part of the allocated site on the property known as Birch Lodge that is not included in this planning application.
 - Incorrect assessment of vehicle usage and ownership in the Transport Assessment provided.
 - The assessment of car ownership is based on average car ownership for Ashingdon and Canewdon, however almost all properties in Ashingdon have access to regular bus services that operate early in the morning or late at night and a great many properties in Ashingdon are within walking distance of the railway station.
 - Average car ownership per dwelling in Canewdon only should be used for this calculation.
 - Including data from Ashingdon is inappropriate for this development.
 - The TRICS database figures used in the assessment are for suburban areas and edge of town locations with a population between 1000 and 5000 in a 1 mile area. Canewdon is not a town and not a suburban area. Using data for suburban and edge of town locations is inappropriate for this rural development.
 - The development could potentially meet the needs of the village community, but appears potentially restricted to non residents i.e. Sanctuary Housing residents.
 - The village has a significant proportion of residents occupying 3 or 4-bedroom houses looking to downsize to smaller properties.
 - This development has these smaller properties, but needs to be available to those residents.
 - Could not determine the no. of properties available on the open market compared to Sanctuary Housing residents only.
 - At present this does not provide an answer to the static housing situation in the village, i.e., limited opportunity to downsize, unless significant no. of the properties are available to buy on the open market.
 - Bus service is limited and would result in more cars.

- I think that the findings from a Council report conducted in 2007 needs to also be included in any planning decisions.
- I believe it would only be fair to also include the findings of the attached Rochford District Council LDF report on Canewdon Church Conservation Area Appraisal and Management Plan within the planning decision as there is a risk of this not being taken into consideration.
- This report obviously has important implications in relation to the land surrounding the church and the above planning is directly below the church and in line of sight from the main entrance to the village from the south.
- Insufficient visibility splays to the east of the proposed road junction with Anchor Lane.
- The proposed junction is just outside the 30mph limit and local experience of this location would indicate that a great many vehicles will be travelling considerably faster than 30mph when leaving the village heading west. The developer should undertake a speed survey of west bound only vehicles leaving the village at the centre line of the proposed junction and adjust the proposed visibility splays accordingly.
- The anticipated vehicle movements per day using the proposed junction is based on inaccurate data for car ownership data is based on that of Ashingdon and Canewdon, not just Canewdon. The correct data will result in increased vehicle movements per day and will require better visibility splays than provided at the proposed junction.

4 MATERIAL PLANNING CONSIDERATIONS:

- 4.1 The site is part of the adopted Allocations Plan (2014) policy SER7 allocation identified as the south Canewdon extension to the residential envelope of Canewdon at Policy H2 to the Council's adopted Core Strategy (2011) and carried through to form the site on which Policy SER7 to the Council's adopted Allocations Plan (2014) is based.
- 4.2 The allocation site, of which the current application is part, is to deliver no more than 49 dwellings unless an additional number of dwellings are required to maintain a five year land supply. The development to the site as proposed would generally be in accordance with the development plan as the land forms part of the adopted allocation designating the site to be part of a wider area for residential development. At issue, however, is the extent to which the current application can satisfy the necessary infrastructure provision required and how this should be apportioned.

Principle of Development

- 4.3 Policy SER7 allocates one site for residential development in South Canewdon. This site comprises the application site at Three Acres, and the adjacent land at Birch Lodge. Policy SER7 envisages that the site as a whole would have the capacity to accommodate some 49 dwellings. As this application is for a total of 35 dwellings, this would leave 14 dwellings to be provided at “Birch Lodge” to meet the policy requirement and this number could readily be accommodated.
- 4.4 The site offers an appropriate balance in terms of providing much needed new housing in the area (including affordable) and providing generous open space. The key principles of the site which will ensure the development provides new residents with a pleasant environment in which to live, whilst contributing in a positive manner to the existing community, were outlined in the Sustainability Appraisal supporting the adopted Core Strategy.

Quantum of Residential Development

- 4.5 The Core Strategy distributes the housing allocation across the District through the identification of nine general locations (Policy H2 and H3). The site is allocated for housing as part of the SER7 allocation within RDC’s Allocations Plan (. Within the Plan the site is currently phased for development pre 2021.
- 4.6 Within the Concept Statement of Policy SER7 it is stated that the site should accommodate no more than 49 dwellings, unless it can be demonstrated that:-
- The additional number of dwellings are required to maintain a 5 year land supply; and,
 - The additional number of dwellings to be provided on the site is required to compensate for a shortfall of dwellings that had been projected to be delivered within the location identified in the adopted Core Strategy.
- 4.7 The application site consists of approximately 73% of the allocated site for Policy SER7. This would equate to 35.77 dwellings of the required 49 units. As such, the proposed 35 dwellings are considered acceptable and would be within the policy requirement, with the potential for a further 14 to be accommodated on the adjacent site which forms the remainder of the allocation. A master plan has been submitted by the applicant, which shows a potential layout for the neighbouring site which consists of 13 units, and serves to show the ability of the site to deliver the allocation as identified within Policy SER7. It is not considered that the proposed 35 units would result in a development of the overall site in excess of 49 dwellings, and therefore it is not necessary to demonstrate either the requirement to maintain

a 5-year land supply or the requirement to compensate for a shortfall of dwellings as projected to be delivered within the Core Strategy.

Infrastructure Provision

- 4.8 Appendix H1 to Policy H2 to the Core Strategy and Policy SER7 to the Allocations Plan prescribe the infrastructure requirements which must be delivered by this site in order to ensure that the new residential development is comprehensively planned; these are as follows:-

- Local highway capacity and infrastructure improvements
- Public transport infrastructure improvements and service enhancements
- Link and enhancements to local pedestrian, cycling and bridleway network
- Sustainable drainage systems
- Play space

Local Highway Capacity and Infrastructure Improvements and Public Transport Infrastructure Improvements and Service Enhancements

- 4.9 Paragraph 3.214 to the Concept Statement set out in the adopted Allocations document requires financial contributions towards local highway capacity and infrastructure improvement, and that public transport improvements and service enhancements will be required. Essex County Council Highways has requested contributions of £50 per dwelling for sustainable transport packs which would include a £30 smart ticket for use on Stephenson's buses - local operator, and provision of bus stops on both sides of Anchor Lane with hardstanding, poles, flags and timetables and raised kerbing to be provided by the applicant; this would be set out within a Section 106 agreement.

Links and Enhancements to Local Pedestrian, Cycling and Bridleway Network

- 4.10 Paragraph 3.214 to the Concept Statement set out in the adopted Allocations document requires enhancements to local pedestrian, cycling and bridleway network, particularly as there is no footpath to the south of the site along Anchor Lane. The proposals include links to existing routes and make provision for a new footpath along Anchor Lane. It is stated within the transport assessment that footways will be provided on both sides of the road, which will connect with the existing footways on the north side of Anchor Lane. Whilst the delivery of the new footway on the northern edge of Anchor Lane tying in with existing footways would require a section of land outside of the applicant's boundary, drawing 150339-01 demonstrates that this can be delivered when the land adjacent to the site comes forward. This footpath link would need to be achieved by way of an agreement to form part of the grant of permission.

Sustainable Drainage Systems

- 4.11 The site falls within flood zone 1 and the area of least risk to which development such as that proposed should be directed. The flood risk assessment submitted demonstrates that sustainable drainage would feature as part of the overall development of the site as required by Policy H2 to the Council's adopted Core Strategy and Policy SER 7 to the Council's Allocations Plan.
- 4.12 The strategy proposed utilises a sewer network to discharge the additional surface water run off as other suitable out falls, such as infiltration or discharging into an existing water course, were not applicable for this site.
- 4.13 The proposed development will increase hardstanding areas associated with the access road and residential area. To provide mitigation against the additional volume of surface water run off, the proposed sustainable drainage strategy will allow surface water run off to flow via piped network to a series of cellular storage crates located around the site, the largest of which will be located under the public open space in the centre of the development. From here the stored surface water will flow through pipes to a control manhole at the entrance to the site. This manhole will limit the discharge to the existing 1 in 100 year storm event, 3.0 l/s, before connecting into a private pumping station to link the proposed development to the existing surface water manhole in Anchor Lane.
- 4.14 The access road and car parking areas will be constructed using permeable paving in order to provide an additional step in the SuDS treatment of the surface water discharge.

Play Space

- 4.15 Paragraph 3.212 to the Concept Statement sets out the requirement for play space within the development. It states that at least a local area for play on a minimum of 0.01 hectares should be provided on the site, but developers should look to provide local equipped areas for play (LEAP) and/or neighbourhood equipped areas for play (NEAP) which require a minimum of 0.4 hectares or 0.1 hectares respectively. The proposal includes some 0.07 hectares of green space which would be suitable for use as a LEAP.

Affordable Housing

- 4.16 Policy H4 to the Council's adopted Core Strategy requires that at least 35% of the units proposed be tenure blind affordable housing. The supporting text of the policy also states that it is important that a mix of house types is provided on larger sites in order to deliver mixed communities, as opposed to developments which cater entirely for one demographic group.

4.17 The proposal is for 35 dwellings, and as such 35% would equate to some 12.25 units to be affordable. The applicant has confirmed that 12 units would be provided for affordable housing. The Concept Statement for Policy SER7 requires that at least 17 units would be provided as affordable housing across the whole site. The remainder of the allocation would be for 14 units, of which 35% equates to 4.9 units. It would be reasonable to round this figure to 5 units, therefore the proposed 12 units is considered to be policy compliant and would not compromise the required provision at the neighbouring site. The policy also seeks that of this 35% provision, 80% would be for social rent and 20% would be for intermediate rent, and it is stated within the application that the affordable housing units would be split in this way.

4.18 The affordable units are identified within the planning statement and would consist of:-

Plot	House type	Tenure
29	2bh	Rent
16	2bh	Rent
17	3bh	Rent
18	3bh	Rent
19	2bh	Rent
20	2bh	Rent
21	2bwcf	Rent
22	1bf	Rent
30	2bwcf	Rent
31	1bf	Rent
14	2bh	SO
15	2bh	SO

4.19 Policy H4 requires that these affordable dwellings shall be well integrated into the layout of new residential developments such that they are spread (“pepper potted”) throughout larger developments, whilst having regard to the management requirements of Registered Social Landlords. The proposed plots for the affordable housing units comprise plots 14 -20 which are sited along the eastern side of the plot and are semi detached and terraced dwellings, plots 21, 22, 30 and 31 which are one and two-bedroomed flats

sited along the rear of the site, as well as plot 29 which is a terraced house on the rear of the site. Whilst the units are sited largely to the eastern and northern boundary of the site, units 23-28 would be privately owned providing some separation between affordable clusters, as well as the public open space, and it is considered that these plots would be acceptable for the affordable units.

Permeability to Allocation and Infrastructure

- 4.20 It is proposed that the site will be served from a single vehicular access located on Anchor Lane.
- 4.21 The application site for the current scheme for 35 dwellings is one part of the whole allocation site. The site has come forward independently. However, as the access to the site put forward in this application would serve the entire allocated site, it is essential that any development to this part of the site would not restrict access to the remainder of the allocated site to the east. The submitted plan, drawing number 200 revision P3, shows the access road reaching the boundary shared with the neighbouring plot and therefore enabling access to the remainder of the site.

Highways Access and Parking considerations

- 4.22 The proposed access to the site will provide a 5.5 metre access at its junction and to Anchor Lane to allow adequate access for refuse and emergency vehicles. Access for pedestrians will be provided via footpaths either side of the access road allowing suitable safe movement for pedestrians.
- 4.23 The main development will be served from a single vehicular access. This will take the form of a simple priority junction with a 5.5m access road width. The junction form and proposed quantum of development is in line with the design requirements of the Essex Design Guide.
- 4.24 The application site is located adjacent to Anchor Lane and is subject to the national speed restriction in the vicinity of the site. This speed restriction changes to 30 mph approximately 100 metres to the east. Footways with street lighting and dropped kerbs are provided 100 metres east of the site on the northern side.
- 4.25 Visibility splays of 2.4m x 76m are achievable on the site and are considered acceptable by the Highway Authority.
- 4.26 Parking provision for the proposed dwellings would be largely positioned out of view within rear parking courts, removing parking dominance from the street level. In order to meet the Essex Parking Standards, 68 allocated spaces would need to be provided on this site. A total of 68 allocated spaces have been provided which is in accordance with the Essex Parking Standards. A number of neighbour letters have raised concerns regarding the

parking provision; however, as the scheme would meet the Essex Parking Standards it is not considered that the application could reasonably be refused on these grounds.

- 4.27 In order to comply with the Essex Parking Standards, 0.25 visitor spaces per dwelling should be provided on site, which would equate to 8.75 spaces. A total of 9 visitor spaces have been provided on site and thus meet this requirement.

Layout and Design Considerations

- 4.28 Policy SER7 of the Allocations Plan explains that the South Canewdon site has the potential to accommodate 49 dwellings. The application site represents 73% of the overall site area with 35 dwellings proposed. The density of the proposed scheme equates to approximately 34 dwellings per hectare. Using the maximum 49 dwelling figure potential across the entire site and the 35 dwellings proposed at the Three Acres site, this would result in 14 left to be constructed at the adjacent site to the east, Birch Lodge.
- 4.29 Policy DM2 of the Development Management Plan 2014 states that proposals for residential development must make efficient use of the site area in a manner that is compatible with the use, intensity, scale and character of the surrounding area. The proposal is considered to make efficient use of the site area and relates well to the main Canewdon residential area in terms of scale, character and intensity. The design and layout proposed uses characteristics more commonly present in Canewdon.
- 4.30 The site is a part of one residential allocation, and it is therefore essential that the proposal for this part would not restrict the potential of the adjacent site to develop the remainder of the allocated site. In order to ensure that a ransom strip is not left by the Three Acres developer it is essential that the Three Acres access road be hard surfaced up to the boundary. This would ensure integration and comprehensive planning of the residential allocation. The proposed access road is shown to reach the boundary with the adjacent site and therefore is not considered to be a barrier to developing the remainder of the site.
- 4.31 Policy H5 of the Core Strategy requires new developments to have a mix of dwelling types. The proposal consists of flats (one and two-bedroomed) and houses (two, three and four-bedroomed). It is considered that a reasonable mixture of property sizes has been provided at this site in accordance with this policy.
- 4.32 ECC Urban Design in their consultation response raised concerns about the inward looking nature of the development, stating that whilst it exploits the development potential of the site it creates a number of missed opportunities for the development to benefit from the long westerly views as well as creating an appropriate frontage leading up to the church. Concerns were raised in the

consultation response regarding Plot 1, which would front Anchor Lane and form a prominent position to the development and as the new entrance to the village. Since the comments were received a revised plan has been submitted with a new, corner turning dwelling proposed to plot 1, and it is considered that the corner turning unit proposed is more appropriate here. This would form a more attractive first view to the development. Whilst there was a concern regarding the inward looking nature of the development, it is considered that the design has evolved based on the character of the local area and reflects the layout of other parts of Canewdon Village, namely the houses around the village green. As such it is considered that the design of the development is in keeping with the local area.

Design and Form of Dwellings - Relationship Between Buildings and Surroundings

- 4.33 SPD2 requires that 1m separation is provided between the side boundaries of the hereditament and habitable rooms of the dwelling house. Whilst mostly applicable to infill plots within existing residential areas SPD2 makes it clear that this should also be applied to the development of new estates. The aim is to achieve a total separation of 2m between the sides of the buildings with reference within SPD2 to such separation being important to the overall appearance of new estates.
- 4.34 The development is made up of largely terraced dwellings, however three detached dwellings are proposed to the southern boundary. These dwellings, plots 1, 2 and 3, are detached houses which do not achieve the 1 metre separation distance between the side boundaries of the plots and the nearest habitable room windows. However, due to the layout which provides car parking spaces to the sides of the properties, a visual gap of 4.4-7m is achieved between the side elevations of dwellings and much greater than the 1m sidespace required.. Although this does not in a literal sense comply with the 1m criteria, it does more than adhere to the aspirations of this guidance which seeks to improve the appearance of new estates by providing visual gaps. It is not considered a reason for refusal would be justified on the lack of strict adherence to the 1m separation criteria as the layout and design would still provide generous visual separations for most house types whilst still trying to retain a continuity of frontage.
- 4.35 Thirteen different house types are proposed offering variety within the street scene and helping to form character areas in parts of the layout. It is considered that the design represents good, high quality design in accordance with policy CP1 of the Core Strategy.
- 4.36 Dormers are proposed to some of the house types including to the front elevations. The elevations show pitched roofed front dormers of reasonable scale in accordance with SPD2 and the Essex Design Guide.

- 4.37 The open space is considered to be located in a usable and appropriate position within the development easily accessible to residents. It is not considered that the positioning of the proposed communal space would be detrimental to surrounding dwellings on the development.

Residential Amenity and Garden Areas

- 4.38 The Essex Design Guide requires a minimum of 25m distance between the backs of houses to provide acceptable privacy distancing. Where the backs of houses are at more than 30 degrees to one another this separation may be reduced to 15m from the nearest corner. This is complied with across the whole of the development.
- 4.39 The 45 degree angle is used to assess the impact of over shadowing from proposed two storey rear extensions but is also a useful guide to assess over shadowing on new developments; in this case the rule would not be breached across the majority of the development.
- 4.40 Some windows across the development, particularly first floor side windows, will need to be controlled by a planning condition requiring them to be obscure glazed and fixed shut below a height of 1.7m to avoid unacceptable overlooking between plots. All of these windows serve bedrooms where more than one window is present or a landing and thus such a condition could be reasonably imposed.
- 4.41 The three detached houses proposed would have private rear garden areas ranging between 133.2 square metres and 169.5 square metres in size, in excess of the 100 square metre requirement. The two and three-bedroom terraced dwellings would have private rear garden areas between 50 square metres and 114.6 square metres and therefore all exceed the 50 square metre requirement for one and two-bedroomed properties, and three-bedroomed terraced properties. The exception would be the two-bedroomed ground floor apartment to plot 22 at a garden area of 31 square metres, and the two one-bedroomed first floor apartments which do not have private garden areas or balconies. Although under the 50 square metres required, the space at plot 22 is broadly rectangular such that the space is usable and is sited close to the communal amenity space, as are the two first floor flats. Supplementary Planning Document 2: Housing Design, considers the provision of a useable communal residents garden on the basis of a minimum area of 25 square metres per flat is acceptable. Due to the siting of the flats close to the shared open space it is considered that this would not conflict with the Council's guidance.

Detailed Space Standards

- 4.42 Policy DM4 requires a minimum habitable floor space to be achieved for new dwellings but this policy has effectively been superseded by the national minimum space standard. Until such a time as existing Policy DM4 is revised,

this policy must be applied in light of the Ministerial Statement (2015) which introduced a new technical housing standard relating to internal space standards.

- 4.43 All of the house types submitted are to a gross floor space which meets the minimum required by the national standard. Similarly, all the proposed dwellings would provide, or exceed, the minimum storage space for each dwelling type. The proposed designs therefore more than satisfy the national space standard requirements. An accommodation schedule has been provided which further confirms this.
- 4.44 Policy ENV4 requires all new dwellings to achieve Code Level 4 as a minimum, but this again has been superseded by changes to national housing standards introduced from October 2015.
- 4.45 Policy H6 requiring that the Lifetime Homes standard be achieved has also been superseded by the recent national changes under the deregulation code and replaced by part M of the Building regulations. Compliance with this can no longer be sought.
- 4.46 Until such a time as existing Policy ENV9 is revised, this policy must be applied in light of the Ministerial Statement (2015) which introduced a new technical housing standard relating to water efficiency. Consequently all new dwellings are required to comply with the national water efficiency standard as set out in part G of the Building Regulations (2010) as amended. A condition is recommended to ensure compliance with this Building Regulation requirement.

Landscaping and Boundary Treatment

- 4.47 Various soft and hard landscaping is proposed across the site. To the western edge along Scotts Hall Road there is an existing native hedge. This would be retained as the properties along this boundary would be inward facing and as such there would be no access to these dwellings from this boundary. In the pre – application discussions, the County Highway Authority objected to development fronting the lane accessing the church because of its limitations in nature and width. Development fronting onto the lane would see cars parking to access the front doors of homes and thus causing obstruction.
- 4.48 Ideally, as advised by ECC Urban Design, to the western edge the boundary treatment should be made up of walling and metal railing so as not to result in a closed off development when approaching the village from the west. The boundary treatment should be set back from the site boundaries and hedge planting provided in front of the green screens. Further details would be required by condition to ensure appropriate boundary treatment here.
- 4.49 With regard to internal boundary treatment, all visual boundaries should use walling rather than fencing, which can be controlled by condition.

- 4.50 Insufficient information regarding boundary treatment and landscaping has been submitted with this application and as such further information would be required.
- 4.51 Changes to landscaping and boundary treatment type can be sufficiently addressed by planning condition. As soft landscaping in particular is important at this site, a more detailed landscaping strategy will be required to be submitted to and agreed in writing by planning condition.

Arboricultural Considerations

- 4.52 A tree survey submitted with the application, completed in 2016, shows that there are 23 individual trees and 10 groups of trees which are located within the site. In order to accommodate the layout, the individual trees T1, T5-T12, T16, T18-T23 would be removed, as would the groups of trees G1, G3, G5-G7, G9 and G10. With the exception of T11, all the trees to be removed are graded category C and their loss would not be considered a justifiable reason to refuse the application. In order to mitigate against the loss of T11, replacement of this tree should be accommodated within the landscape plan.
- 4.53 The Council's arboricultural consultant agrees with the tree constraints information and requires that the development should be carried out in accordance with the tree report provided, in particular the tree works specification, tree protection method statement and construction profile (appendix 1 and tree protection plan for locations) and the hard surfacing required for T14 as provided on the tree protection plan and report sections P 4.0.

Historic Buildings and Conservation Area

- 4.54 It is acknowledged within the consultation response that the existing buildings on the site make little contribution to the character and appearance of the nearby Conservation Area, and make a minor negative contribution to the setting of the Listed Building. The existing relatively dense development in existence to the south of the Conservation Area has already created a built up and modern character to the southern section of Canewdon and the proposed development would simply be a continuation of this, therefore unlikely to cause harm to the Conservation Area.
- 4.55 It is however, considered that the severing of the long views to the church, or significant intrusions into them, should be considered to cause harm to the significance of the Listed Building. The new houses will obviously sit in the foreground of the church in views looking north along Scotts Hall Road, and will therefore form part of the environment in which the Listed Building will be experienced. The proposal will also create a hitherto non-evident mass of building extending up the eastern side of the access track. In this view, and from this road, the Church, which formerly felt separate and isolated from the

rest of the built development when approached from this direction, will instead be experienced as part of the continuation of the village envelope. This sense of separation is integral to the historic setting of the building, which, along with its associated vicarage, is shown as being sited completely separate from the rest of the village on the 1st, 2nd and 3rd edition OS maps.

- 4.56 Whilst it is acknowledged that the proposed development would cause harm to the setting of the listed building, particularly due to the introduction of built form in the foreground of the church, the site has been allocated for residential development in Policy SER7 of the Rochford District Council Allocations Plan, and as such the principle for the introduction of built form on this site has already been approved. In the preparation of the Council's allocations, the inspector considered various options for the release of land about the junction of Scotts Hal with Anchor Lane and Lark Hill Road. It was considered that land to the south and west of the junction would conflict with national policy in leading to the further sprawl of the Canewdon settlement. The inspector concluded there was less objection to the site as now allocated on the basis, amongst other things, of the land being already developed, and a much more obviously part of the village settlement as opposed to more sporadic development beyond. It is also noted that due to the significant rise in the height of the land towards the north of the site and increasing towards the church the impact of any development would be reduced as the church is sited in an elevated location. This is shown on drawing 211. It is considered that the ability of this site to provide much needed housing, including affordable, outweighs the impact of the proposed development on the setting of the listed building Church.

Ecological Considerations

- 4.57 This application was submitted with an ecological survey, an arboricultural implications assessment and method statement and a bat survey.
- 4.58 No evidence of bats was found at the site. It was not considered that the building development, once completed, would impact on any foraging behaviour of bats that roost nearby and as such the proposal would not be considered to have a significant impact on the bat population.
- 4.59 A survey of the pond on the site found there to be 1 great crested newt, as such a European Protected Species licence would need to be applied for before any works begin to remove the pond and clear the semi-natural habitats.
- 4.60 No evidence of badgers was found on the site. A biological records search found that it is feasible that badgers may forage on the site, however there was nothing to suggest that the site is an important foraging resource and it was therefore concluded that the proposed development is near certain to have a neutral impact on the badger population.

- 4.61 Avoidance measures in the way of timed works are proposed to minimise the impact on nesting birds.
- 4.62 It should be a condition of consent that all licensing is to be agreed with Natural England before development commences. The final mitigation strategy is to be approved by Natural England before development commences and a copy of the mitigation strategy and all approvals submitted to RDC.

Flood Risk and Drainage

- 4.63 Appendix H1 of the Core Strategy identifies sustainable drainage systems as a requirement for new infrastructure and services to this residential allocation. On Rochford District Council's SFRA Flood Map, the site is within Zone 1, which has a low probability of flooding. Approximately 1 kilometre north of the site, there is an area which is designated as Flood Zone 3a which is unsuitable for development without completing the Exception Test. The site is located approximately 1.6 kilometres to the south of the River Crouch.
- 4.64 The Flood Risk Assessment (FRA) has been produced by Motion to support the planning application. The FRA has been prepared in accordance with the requirements of the National Planning Policy Framework with due regard to other relevant flood risk legislation and policy.
- 4.65 The flood risk assessment submitted with the application identifies the potential risk of flooding at the proposed development is low, with the development proposals offering suitable mitigation measures. This is based on the development proposals providing the following:-
- the introduction of a SuDS system treating and attenuating surface water run off prior to discharge;
 - diversion of exceedance flows away from the proposed development through level design;
 - the developer to produce an approved Maintenance Management Plan to ensure the respective drainage system is maintained as per manufacturer recommendations over the lifetime of the development;
 - the homeowner to adhere to the approved Maintenance Management Plan to ensure their private drainage is functioning correctly; and
 - The maintenance company in charge of the private surface water pumping station to have a telemetry link to the kiosk so problems with the pumping station can be responded to quickly and by an individual capable of correcting the issue.
- 4.66 Essex County Council, as the Lead Local Flood Authority, has raised no objection to this application based on the Flood Risk Assessment submitted

and the associated documents, and has recommended conditions which would be attached should consent be granted.

Education Contributions

- 4.67 Whilst no contributions for primary or secondary school places would be requested as part of this application, it is noted that the nearest school is in excess of the statutory walking distance from the proposed development and as such, Essex County Council is obligated to provide free transport to the school resulting in a long term cost for local taxpayers. The cost is estimated to be £4.30 per pupil a day for 190 days. It is the practice of Essex County Council to seek this cost pertaining to a 5 year period.
- 4.68 As such any approval would be subject to a section 106 agreement to mitigate against its impact on school transport.

Health Impact

- 4.69 The assessment of development Impact on existing health care provision concludes that the development could generate approximately 84 residents and subsequently increase demand upon existing services.

5 PLANNING OBLIGATION – SECTION 106 AGREEMENT

- 5.1 Planning obligations assist in mitigating the impact of unacceptable developments to make them acceptable in planning terms. Planning obligations may only constitute a reason for granting planning permission if they meet the tests that are necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind. These tests are set out as statutory tests in the Community Infrastructure Levy Regulations 2010 and as policy tests in the National Planning Policy Framework.
- 5.2 A Section 106 Agreement is a method for setting up planning obligations related to affordable housing and site-specific infrastructure.
- 5.3 The following Heads of Terms comply with the statutory tests contained in the Community Infrastructure Levy Regulations 2010 and the policy tests contained in the National Planning Policy Framework (NPPF):-

Section 106 Agreement Heads of Terms

Planning Obligation	Contribution
Affordable housing	35% of the units will be affordable – i.e. 12 dwellings
Education (ECC)	£4.30 per secondary school pupil per day for 190 days (a standard

	<p>academic year excluding training days). It is the practice of Essex County Council to seek the cost pertaining to a 5 year period.</p> <p>Total equivalent to 6.2 (say 7) secondary school places.</p> <p>$7 \times 190 = 1,330$ days at £4.30 = £5719 per year for five years.</p>
Highways contribution	<p>£50 per dwelling for sustainable transport pack</p> <p>Provision of bus stops on both sides of Anchor Lane with hardstanding, poles, flags and timetables and raised kerbing</p>
NHS	£13,248
Footway	Provision of footway to Anchor Lane as shown on plans.
Access	Provision of access and access rights through site to adjoining site of "Birch Lodge"

6 CONCLUSION

- 6.1 The Planning and Compensation Act 2004 (Section 38(6)) requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise. In summary, the site has been identified for development in the adopted Local Plan; the proposals accord fully with the details established by the Council's Allocations Plan (adopted in 2014, and the development is entirely consistent with the thrust of the NPPF).
- 6.2 The development is part of a wider land allocation that has released the land formerly from the Green Belt. Residential development is the most appropriate use of the site in planning terms.
- 6.3 The development proposed would be of an attractive design in its own setting and to a density suitable to the fringe location on the edge of the built up settlement of Rayleigh.

7 RECOMMENDATION

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

That the application be approved, subject to the recommendations from the local Care Commissioning Group and subject to the applicant and owners entering into an agreement under Section 106 of The Act to provide the heads of terms and associated contributions set out at section 5.3 to this report and subject to the following heads of conditions:-

- (1) SC4B – Time limit three years
- (2) Development to be implemented in accordance with the schedule of approved plan numbers: 001 P1, 200 P3, 201, 202, 203, 204, 205 P3, 206 P2, 207 P2, 208 P1, 209 P3, 210 P1, 211, 212, 214 P3 OAS-16-047-TS01 and as received on 29 July 2016, 9 August 2016, 5 January 2017, 6 January 2017
- (3) External materials
- (4) Submission of landscaping details

The construction of the houses shall not commence before plans and particulars showing precise details of the hard and soft landscaping which shall form part of the development hereby permitted, have been agreed in writing by the Local Planning Authority. No construction works above the floor slab level shall take place until remaining landscaping details as may be agreed in writing by the Local Planning Authority, which shall show the retention of existing trees, shrubs and hedgerows on the site and include details of:-

- schedules of species, size, density and spacing of all trees, shrubs and hedgerows to be planted;
- existing trees to be retained;
- areas to be grass seeded or turfed, including cultivation and other operations associated with plant and grass establishment;
- paved or otherwise hard surfaced areas;
- existing and finished levels shown as contours with cross-sections if appropriate;
- means of enclosure and other boundary treatments;
- car parking layouts and other vehicular access and circulation areas;

- minor artefacts and structures (eg. furniture, play equipment, refuse or other storage units, signs, lighting etc);
- existing and proposed functional services above and below ground level (eg. drainage, power and communication cables, pipelines, together with positions of lines, supports, manholes etc);

shall be implemented in its entirety during the first planting season (October to March inclusive) following commencement of the development, or in any other such phased arrangement as may be agreed in writing by the Local Planning Authority. Any tree, shrub or hedge plant (including replacement plants) removed, uprooted, destroyed, or be caused to die, or become seriously damaged or defective, within five years of planting shall be replaced by the developer(s) or their successors in title, with species of the same type, size and in the same location as those removed in the first available planting season following removal.

REASON: To enable the Local Planning Authority to retain adequate control over the landscaping of the site, in the interests of visual amenity.

- (5) Prior to occupation of the dwellings, the Landscape Management Plan shall state the long term vision for the landscape and shall describe the relevant landscape operations to achieve this through landscape maintenance and management before, during and after construction. The Landscape Maintenance Strategy shall specify the maintenance procedures, operations, and the frequency, and maintenance standards that will be implemented to ensure the successful establishment and longevity of all hard and soft landscape areas, before, during and after construction.

REASON: In the interest of amenity.

Drainage

- (6) No works pertaining to the foundations of the dwellings 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 3l/s for all storm events up to an including the 1 in 100 year rate plus 40% allowance for climate change.

- Providing 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.
- Providing sufficient treatment for all elements of the development. Treatment should be demonstrated to be in line with the guidance within the CIRIA SuDS Manual C753.

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.
- (7) No works shall take place until a scheme to minimise the risk of off site flooding caused by surface water run off and ground water during construction works and prevent pollution has been submitted to, and approved in writing by, the local planning authority. The scheme shall subsequently be implemented. The scheme shall be implemented as approved.

REASON: The National Planning Policy Framework paragraph 103 and paragraph 109 state that local planning authorities should ensure development does not increase flood risk elsewhere and does not contribute to water pollution.

Pre Commencement Reason

Construction may lead to excess water being discharged from the site. If dewatering takes place to allow for construction to take place below ground water level, this will cause additional water to be discharged. Furthermore, the removal of top soils during construction may limit the ability of the site to intercept rain fall and may lead to increased run off rates. To mitigate increased flood risk to the surrounding area during construction there needs to be satisfactory storage of/disposal of surface water and ground water which needs to be agreed before commencement of the development.

Construction may also lead to polluted water being allowed to leave the site. Methods for preventing or mitigating this should be proposed.

- (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.

Pre Commencement Reason

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.

- (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 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.

- (10) No hardstanding areas to be constructed until the works have been carried out in accordance with the surface water strategy so approved unless otherwise agreed in writing by the Local Planning Authority.

REASON: To prevent environmental and amenity problems arising from flooding.

Archaeology

- (11) No development or preliminary ground works of any kind shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the local planning authority'.
- (12) Unless otherwise agreed in writing by the local planning authority, a scheme for the provision of fire hydrants shall be submitted to the local planning authority for approval, and shall be carried out in accordance

with the approved details and the approved scheme shall be fully operational prior to first occupation.

REASON: To ensure the provision of adequate water supply infrastructure to protect the safe living and working environment for all users and visitors.

Trees and Ecology

- (13) The development should be carried out in accordance with the tree report provided, in particular the tree works specification, tree protection method statement and construction profile (appendix 1 and tree protection plan for locations) and the hard surfacing required for T14 as provided on the tree protection plan and report sections P 4.0.

24. Notwithstanding the above, no materials shall be stored or activity shall take place within the area enclosed by the fencing. No alteration, removal or repositioning of the fencing shall take place during the construction period without the prior written consent of the Local Planning Authority

REASON: In order to safeguard the existing trees.

- (14) Unless otherwise approved in writing by the Local Planning Authority, no retained tree as illustrated within the tree report approved as part of the application shall be cut down, uprooted or destroyed, nor shall any retained tree's branches, stems or roots be pruned.

REASON: In order to safeguard the existing trees.

- (15) A licence from Natural England to mitigate on site presence of Great Crested Newts and to allow development is to be obtained before development commences. The final mitigation strategy is to be approved by Natural England before development commences and a copy of the mitigation strategy and all approvals submitted to RDC.

REASON: In the interests of protecting any fauna that may be present on the site.

Pre commencement reason: Any works which take place without an approved mitigation strategy from Natural England could cause harm to the protected species and as such a strategy must be agreed and in place before any works begin.

Fibre Optic Telecommunication Infrastructure

- (16) Prior to any works pertaining to the foundations of the dwellings of the development, a scheme detailing the provision of open access ducting for fibre optic cable to serve a range of telecommunication services, shall be submitted to and approved in writing by the Local Planning

Authority, including site infrastructure plans. The scheme shall ensure that a) a site-wide network is in place and provided as part of the strategic engineering works; and b) that the developers are required to complete the infrastructure to facilitate the provision of fibre optic cable to each dwelling and commercial premises upon the occupation of each building. The development of the site hereby permitted shall be carried out in accordance with the approved strategy unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure that the needs of future residents to connect to the internet does not necessarily entail engineering works to an otherwise finished and high quality living environment

Lighting

- (17) Prior to occupation, a lighting scheme shall be submitted to and approved in writing by the LPA for approval in respect of: external lighting illumination, an artificial lighting scheme, including details of the height, type, position and angle of glare of any final site lighting/ floodlights, the intensity of illumination and predicted horizontal and vertical isolux lighting contours and an assessment of artificial lighting impact on any sensitive residential premises on and off site shall be submitted to and approved in writing by the Local Planning Authority. The details and measures so approved shall be carried out and maintained thereafter in accordance with the approved details.

REASON: To protect the character and appearance of the area and the amenity of existing and future residential properties in accordance with National Planning Policy Framework (NPPF) paragraphs 120, 125

- (18) Prior to first occupation, a waste Management and Minimisation Strategy shall be submitted to and approved in writing by the LPA. The WMMS should include:-
- a. A detailed Waste Audit to include anticipated waste type, source, volume, weight etc. of municipal waste generation during the occupation stage of the development
 - b. Proposals for the management of municipal waste generated during the occupation stage of the development, to include
 - the design, provision, management, maintenance and renewal of internal and external waste systems for the segregation, storage and collection of recyclables, non-recyclables and compostable materials e.g. internal storage caddies, external underground waste systems, wheeled bin system, etc.
 - access to storage and/or collection points by users and waste collection vehicles and arrangements for the provision, on-site

storage, delivery and installation of waste containers prior to occupation of any dwelling

REASON: To ensure that waste is managed sustainably during the occupation of the development in accordance with National Planning Policy.

- (19) No works pertaining to the foundations of the dwellings shall take place before details of the proposed finished floor levels, ridge and eaves heights of the buildings hereby approved have been submitted to and approved in writing by the Local Planning Authority. The submitted level details shall be measured against a fixed datum and shall show the existing and finished ground levels, eaves and ridge heights of surrounding property. The development shall be carried out as approved.

REASON: To ensure a satisfactory relationship between the various components of the development and between the site and adjoining land. To ensure that construction is carried out at a suitable level having regard to drainage, access, the appearance of the development, any trees or hedgerows and the amenities of neighbouring properties.

Construction Working and Construction Deliveries/Collection Permitted Hours

- (20) All construction, demolition, enabling and earth works are only permitted between 0800 hours to 1800 hours Monday to Friday and 0800 hours to 1300 hours on Saturday. No works are permitted at any time on Sundays, Bank or Public Holidays, unless agreed in writing by the local planning authority or in accordance with agreed emergency procedures for deviation.

No deliveries of construction materials or plant and machinery and no removal of any spoil from the site or similar collections from the site shall take place before 0700 hours or after 1900 hours on Mondays to Fridays, before 0800 hours or after 1400 hours on Saturdays, and not at all on Sundays or recognised public holidays.

REASON: To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents.

- (21) Prior to commencement of the development, the road junction at its centre line shall be provided with a clear to ground visibility splay with dimensions of 2.4 metres by 75.9 metres to the east and 2.4 metres by 75.9 metres to the west, as measured from and along the nearside edge of the carriageway. Such vehicular visibility splays shall be provided before the road junction is first used by vehicular traffic and retained free of any obstruction at all times. A 2m footway shall be provided along the southern side of Anchor Lane from the junction of

the proposed development in a westward direction to link to the existing footway in front of 131 Anchor Lane. The footway on Anchor Lane shall be provided with full kerbs and appropriate drainage to carriageway. Details as shown in principle on Motion Drawing 150339-07 shall be agreed with the Local Planning authority in consultation with the Highway Authority.

REASON: To provide adequate inter-visibility between vehicles using the road junction and those in the existing public highway 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.

- (22) No unbound material shall be used in the surface treatment of the vehicular access 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.

- (23) There shall be no discharge of surface water onto the highway.

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.

- (24) No development shall take place, including any ground works or demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide areas within the curtilage of the site for the purpose:-

- i. the parking of vehicles of site operatives and visitors
- ii. loading and unloading of plant and materials
- iii. storage of plant and materials used in constructing the development
- iv. wheel and underbody washing facilities.

REASON: To ensure that on-street parking of these vehicles in the adjoining streets does not occur and to ensure that loose materials and spoil are not brought out onto the highway and to ensure that appropriate loading/unloading facilities are available to ensure that the highway is not obstructed

during the construction period in the interests of highway safety and Policy DM 1 of the Highway Authority's Development Management Policies February 2011.

(25) That any new boundary planting shall be planted a minimum of 1 metre back from the highway boundary and any visibility splay.

REASON: To ensure that the future outward growth of the planting does not encroach upon the highway or interfere with the passage of users of the highway, to preserve the integrity of the highway and in the interests of highway safety and in accordance with Policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

(26) The parking shall be provided in accordance with the EPOA Parking Standards.

REASON: To ensure adequate space for parking off the highway is provided in the interest of highway safety in accordance with Policy DM8 of the Development Management policies as adopted as County Council Supplementary Guidance in February 2011.

(27) Prior to occupation of the proposed development, the developer shall be responsible for the provision and implementation of a Residential Travel Information Pack per dwelling, for sustainable transport, approved by Essex County Council, to include six one day travel vouchers/or smartcard to same value for use with the relevant local public transport operator.

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.

(28) Prior to occupation, the developer shall provide public transport infrastructure improvements adjacent to the site to two bus stops on Anchor Lane. The eastbound stop shall include flagpole, timetable and raised kerb. The westbound stop shall include hardstanding, raised kerbs, flagpole, timetable. Both stop shall include appropriate road markings.

REASON: To make adequate provision within the highway for additional public transport users generated as a result of the proposed development.

(29) Notwithstanding the provisions of Article 3, Schedule 2, Part 1, Class A of the Town and Country Planning (General Permitted Development) Order 1995 (including any Order revoking or re-enacting that Order, with or without modification) the window(s) marked OBS on the

approved drawing(s) 207 P2 and 210 P1 shall be glazed in obscure glass and shall be of a design not capable of being opened below a height of 1.7m above finished floor level. Thereafter, the said windows shall be retained and maintained in the approved form.

REASON: To enable the Local Planning Authority to retain adequate control over such details, in the interests of residential amenity.



Assistant Director, Planning & Regeneration Services

Matthew Thomas

Relevant Development Plan Policies and Proposals

Rochford District Council Local Development Framework Allocations Plan (Adopted 25 February 2014)

SER 7.

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

H1, H2, H4, H5, H6, CP 1, ENV 3, ENV 4, ENV 9, CLT 1, CLT 2, CLT3, CLT 4, CLT 5, CLT 7, CLT 9, T1, T2, T6, T7, T8.

Rochford District Council Local Development Framework Development Management Plan (Adopted 16 December 2014)

DM1, DM2, DM4, DM27, DM28, DM30, DM 31.

Department of Communities and Local Government. Technical housing standards – nationally described space standard. Adopted March 2015.

The Essex Design Guide (2005)

Rochford District Council Local Development Framework Supplementary Planning Document 2 Housing Design (January 2007)

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

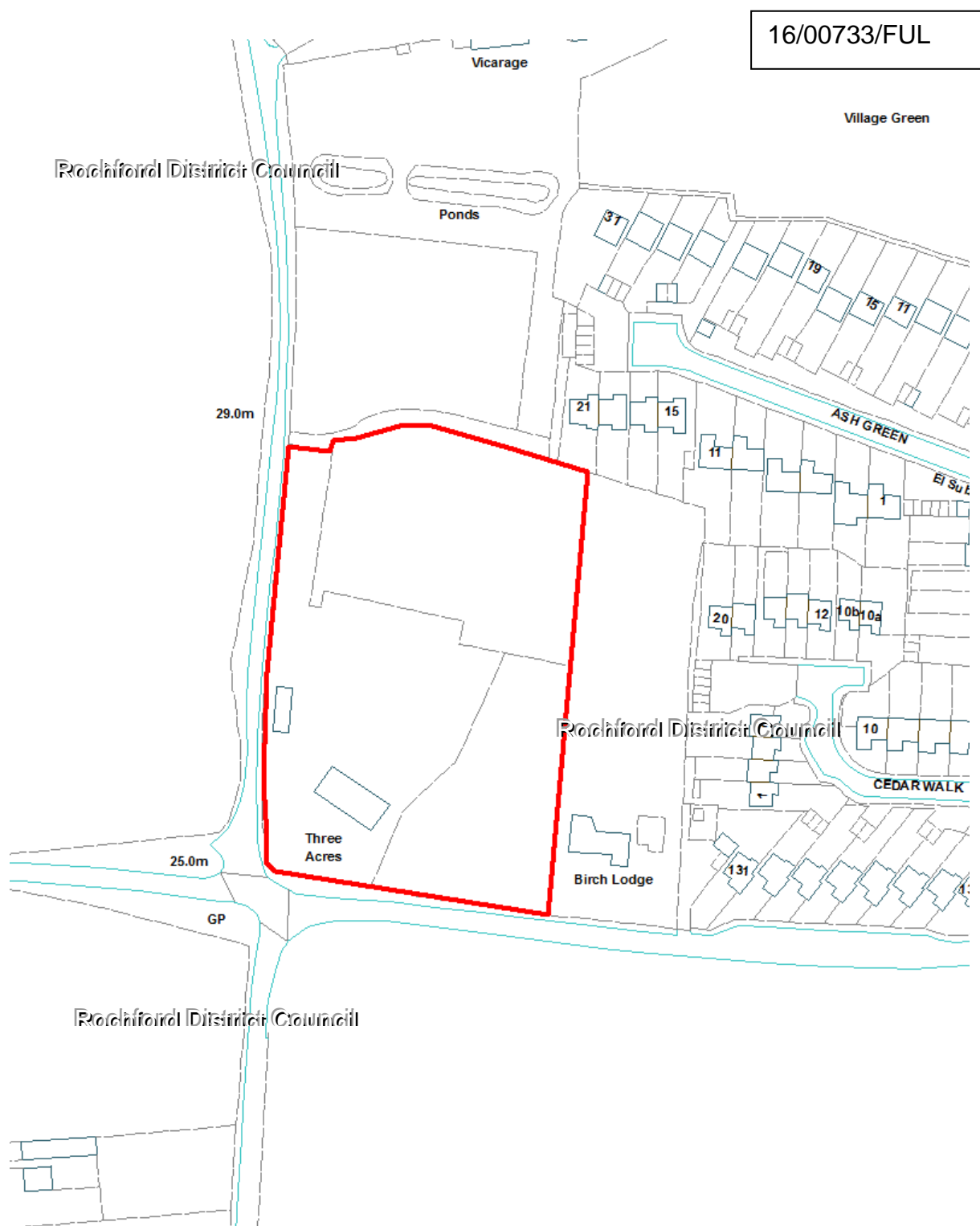
Standard C3

For further information please contact Elizabeth Thorogood on:-

Phone: 01702 318094

Email: elizabeth.thorogood@rochford.gov.uk

If you would like this report in large print, Braille or another language please contact 01702 318111.



Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. This copy is believed to be correct.

Nevertheless Rochford District Council can accept no responsibility for any errors or omissions, changes in the details given or for any expense or loss thereby caused.

Rochford District Council, licence No.LA079138



NTS