

13/00469/FUL

22 MAIN ROAD, HOCKLEY

CONSTRUCT NEW ROOF TO OUT BUILDING AND CONVERT TO 3-BED LIVE/WORK UNIT, SINGLE STOREY FRONT EXTENSION AND THREE STOREY REAR EXTENSION AND ADDITIONAL FLOOR TO MAIN BUILDING TO PROVIDE SHOP AND DEVELOPMENT OF 8 No. ONE-BEDROOMED FLATS AND 2 No. TWO-BEDROOMED FLATS WITH PARKING AND AMENITY AREAS

APPLICANT: MR P WATERS AND MR J STANTON

ZONING: SECONDARY SHOPPING FRONTAGE

PARISH: HOCKLEY

WARD: HOCKLEY CENTRAL

1 PLANNING APPLICATION DETAILS

- 1.1 This application is to the site of 22 Main Road located 90m from the junction of Main Road with Spa Road within the Hockley town centre. On the site exists a three storey commercial building with a parking area and separate unit located at the rear accessed from a private road.
- 1.2 The proposal is for the conversion and extension of the existing commercial building to form a residential/retail mixed use scheme with an additional floor and other extensions, together with the conversion of an existing two storey rear store/warehouse to form a live/work unit.
- 1.3 The applicant no longer requires the existing large retail shop and significant areas of storage at the site as the business is now primarily based around internet sales. The applicant's storage needs can be met outside of the town centre freeing the site for development although a presence at the site will be retained through the use of a smaller shop unit within the consolidated ground floor space.
- 1.4 The proposal would provide a total of 11 flats consisting of 8 one-bed flats and 2 two-bed flats in the main building and 1 three-bed flat in the separate building to the rear. A retail unit would be provided within the ground floor with a street frontage onto Main Road.

- 1.5 The main building would be extended at single storey to the front, a four storey wing to the rear and a third floor added to the flat roof. The ground floor of the building would be divided into 2 one-bed flats and an A1 shop. The first and second floors would be converted into 3 one-bed flats on each floor and the new third floor would comprise 2 two-bed flats.
- 1.6 The proposal also includes the conversion of an existing storage/workshop building at the rear of the site. The ground floor would be sub-divided to provide a B1 unit, external courtyard amenity space area, bin store, access and double garage. The first floor would be split between the B1 unit and a three-bed flat.

2 THE SITE

- 2.1 The site is within a prominent position in the street scene in the centre of Hockley and is within the Secondary Shopping Frontage Area. A small part of the rear northern corner is within an area allocated existing residential development, as identified on the Council's saved Local Plan (2006) Proposals Map.
- 2.2 The site is located on the north side of Main Road and is 0.106ha in size.
- 2.3 It is presently occupied by the Waters and Stanton electrical goods store and an associated storage building to the rear alongside parking and service area.
- 2.4 The existing building comprises a 1970s building 3 storeys in height and of flat roofed construction. The ground floor of the building is an electrical shop with the first and second floors comprising storage areas and ancillary office space. Sited on the flat roof is a large number of aerials. There is a customer parking area in front of the building and a larger car park to the rear. A separate building comprising of a single storage and workshop building is located to the rear of the site and behind this outside the application site is a car park accessed from Beatrice Close.
- 2.5 The eastern boundary of the site is marked by a private drive with pedestrian access to the residential areas to the north. On the opposite side of the private road is a pair of semi-detached chalet style dwellings and a prominent tree. There is also a chalet style dwelling to the other side boundary.

3 RELEVANT PLANNING HISTORY

- 3.1 ROC/829/74:
Erect 3 storey shop for furniture and soft fittings with car parking and servicing facilities. Approved 16 December 1974.
- 3.2 ROC/1083/75:
Extension to 1st and 2nd floor levels to rear of new shop. Approved 28 January 1976.

- 3.3 ROC/46/77:
Single storey warehouse to rear of existing showroom. Approved 9 March 1977.
- 3.4 ROC/892/79:
Erect a furniture storage building and a garage. Approved 26 September 1979.
- 3.5 99/00099/FUL:
Erection of ground floor side extension. Approved 20 October 1999
- 3.6 00/00832/FUL:
Two storey storage building extension. Approved 17 January 2001.

4 CONSULTATIONS AND REPRESENTATIONS

Hockley Parish Council

- 4.1 No comments due to personal interest

Anglian Water

- 4.2 Advises that capacity is available for foul sewerage/waste water treatment. Surface water strategy/flood risk assessment is acceptable. Condition recommended: No hard-standing areas to be constructed until the works have been carried out in accordance with the surface water strategy so approved unless agreed in writing by the Local Planning Authority.

Environment Agency

- 4.3 Advises that the proposal falls outside the scope of matters for which the agency is a statutory consultee.

Head of Environmental Services

- 4.4 No adverse comments in respect of this application, subject to the Standard Informative SI16 (Control of Nuisances) being attached to any consent granted.

ECC Education - Infrastructure Planning

- 4.5 There are available places at pre-school, primary and secondary level for the children likely to be generated by the proposed development. In the circumstances a contribution for education purposes will not be required.

ECC Urban Design

- 4.6 Advise that in response to the request for observations on the above application, although the development represents a visual makeover of the site we would recommend the current application is refused, primarily due to

its excessive height, removal of retail units to the detriment of the town centre, too dominant parking and some architectural issues. Our more detailed comments are as follows, concluding with recommended improvements:

Main Building

- 4.7 The additional floor, taking the building to 4 storeys, appears excessive given the area's general character which only has 1-3 storey buildings, the potential overbearing impact on the adjoining 1 ½ storey dwelling, the additional parking need which cannot be satisfactorily addressed and considering the increased prominence yet limited visual appeal of the building. This observation takes into account the upper storey set-back and improved look of the elevations, which would still insufficiently mitigate the detrimental impact of the height increase.
- 4.8 The loss of the majority of retail use at ground floor level facing Main Road would have a detrimental impact on the town centre and therefore conflict with the Rochford AAP, creating a gap in the main road retail and service offer which would deter potential customers from the area and therefore undermine the viability of businesses further down the street and on the opposite side of the street. Furthermore the retained small shop would be too hidden - set back in the building line behind parking allocated for apartments.
- 4.9 The makeover of elevations is generally to be commended, considering existing building constraints, meaning its articulation would no longer visually detract from the town centre, subject to correct material choice. Nevertheless greater effort might be made to bring greater legibility to the elevation, avoiding some contrived design issues and to better address the private road:
- Communal doorways and shop fronts should be given greater ground floor visual prominence and feature (instead this highlights residential windows). Also, the position of the front communal door visually jars with the upper floor change in building line
 - The front ground floor extension conflicts with the general angles of the building and creates an awkward gap between it and the balcony above
 - Where possible, a more active/attractive frontage (e.g. of windows) should overlook the private road, though without compromising the privacy of existing rear gardens
 - Whilst we like the design of the cycle store, its location/enclosure would unreasonably hide/conflict with the main communal door.
- 4.10 **Live/Work Unit**

The design for the live/work unit appears well thought through, significantly improving its outlook and use, without introducing any additional height or windows which might have a detrimental impact on neighbours.

General

- 4.11 The residential proposal is for 8 x 1 bed apartments, 2 x 2 bed apartments and 1 x 3 bed live/work unit and 1 x A1 shop unit (48m²). It is noted that apartments are large relative to the number of bedrooms, partially due to a reliance on the existing stairwell which requires some very long corridors to access dwellings.
- 4.12 The number of parking spaces generally seems reasonable considering the town centre location (in reference to section 2.5: Urban Areas of the Essex Parking Standards), albeit contrary to policy, two of the three visitor spaces are allocated. Car parking appears over-dominant considering the development use, including the allocated apartment parking to the front of the building which is detrimental to the Main Road street scene, whilst more could have been done to soften/screen the rear car park especially when viewed from the private road. Parking and footpath access to the rear also appears overly squeezed/ill-defined due to parking orientation and lack of space, e.g. accessing the live/work unit.
- 4.13 Well sized and orientated balconies meet amenity space standards for upper floor units in accordance with the Essex Urban Place Supplement. For ground floor units, reasonable effort is made to provide spill out amenity space considering the context and constraints of the site, though boundary treatments should be clarified to secure boundaries whilst maintaining eye level visibility (overlooking) from buildings to help self-police adjoining publicly accessible areas.
- 4.14 Recommendations: On reflection, we recommend the following to improve the design to an acceptable standard:-
- We are open to the principle of an 'exceptionally' designed building justifying an additional floor, if neighbour and parking concerns can be addressed. However, more realistically we would recommend reducing the building back down to 3 storeys.
 - Reinstating equivalent town centre use (retail/service) at ground floor facing Main Road.
 - Having no allocated residential parking to the front of the building.
 - Introduce a better boundary treatment, enhanced landscape design and improved access within the rear parking court to prevent it visually leaking into the (private road) street scene, to soften its outlook and to improve access (parking, foot, bins).
 - If parking is constraining development, explore justifying 1 car parking space per 2 bed apartments given its 'urban area' location, complemented by ensuring sufficient unallocated visitor spaces.

- Give greater prominence and design attention to main doors and retail/service units.
- Consider an additional/replacement stairwell to give improved access and efficiency with regard to upper storey apartments.
- If the opportunity arises, create a more active/attractive frontage to the private road.
- Any front extension should be more integrally incorporated into the development.
- Consider location/design of cycle store.
- Choose materials which complement both the building style and the local context.

ECC Highways

4.15 The onsite parking provision is considered to be acceptable as there will be adequate parking provision due to the town centre location with its proximity of public car parks and sustainable travel, therefore; Essex County Council as the highway authority does not wish to raise objection to the proposals subject to the following conditions being attached.

1. Prior to commencement of the development a 1.5 metre x 1.5 metre pedestrian visibility splay, as measured from and along the highway boundary, shall be provided on both sides of the vehicular access. Such visibility splays shall be retained free of any obstruction in perpetuity. These visibility splays must not form part of the vehicular surface of the access.
2. Vehicular hardstandings having minimum dimensions of 2.9 metres x 5.5 metres for each vehicle shall be provided in accordance with Parking Standards Design and Good Practice September 2009 (Essex Planning Officers Association/ECC).
3. A minimum dimension of 6m shall be provided between the rear of the parking bays within the parking court.
4. The width of the accesses at their junction with the highway shall not be less than 3 metres in length and shall be provided with appropriate dropped kerb vehicular crossings of the footway. Where necessary this shall incorporate the reinstatement to full height of the existing highway kerbing.
5. No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.

6. Prior to the commencement of the development the details of the number, location and design of cycle parking facilities shall be submitted to and approved in writing by the Local Planning Authority. The approved facility shall be secure, convenient and covered and provided prior to occupation and retained at all times.
7. Prior to commencement of the development details showing the means to prevent the discharge of surface water from the development onto the highway shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety prior to the access becoming operational and shall be retained at all times.
8. Prior to the commencement of works on site the applicant shall indicate in writing to the Local Planning Authority an area within the curtilage of the site for the reception and storage of building materials clear of the highway

Neighbour Consultation

4.16 15 letters have been received from the following addresses:-

Barnwell Drive: 38, 40, 83, 101, 113, 115 and six further from numbers not disclosed.

Belchamps Way: 25

Buckingham Road: 72

Willow Walk: 47

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

- Overlooking
- Privacy issues
- Decrease value of property
- Increase in traffic
- Pressure on utilities
- Private Road too narrow for vehicles to pass
- Parking on side road - already full of cars on pavement and yellow line forcing pedestrians onto road
- Impact on Betts Farm parking

- Disturbance during construction
- Impact of additional vehicles, persons and general noise
- Residential/commercial use too large for site
- Building already an eyesore and there should be no increase in height
- Proposal serious overdevelopment
- Set precedent for four storey development in Hockley

5 MATERIAL PLANNING CONSIDERATIONS

Principle of Development

- 5.1 The site is located within Hockley Town Centre as defined in the council's saved local plan (2006). The proposal would involve the regeneration of an existing developed site for residential and commercial purposes. The proposal would be consistent with Core Strategy Policy H1 which prioritises the use of previously developed land for residential purposes and encourages an appropriate level of intensification within town centre locations. Policy RTC 1 seeks to enhance retail spending in the town centres by making them more attractive places to visit and ensuring a strong mix of retail uses. The proposal involves a reduction in retail floorspace but seeks to improve the appearance of the site which consists of unattractive commercial buildings and hardsurfacing. Furthermore the existing independent retail business would be retained on the site ensuring a continuation of retail function on the site.
- 5.2 The site is located within the area covered by the Hockley Area Action Plan Submission Document (Policy RTC6) which was submitted to the government for independent examination on 18th April 2013. This document sets out specific policies for guiding future development within the centre of Hockley. The vision for Hockley is to provide a greater shopping choice for local people, identify and deliver environmental improvements, recycle previously developed land for housing and to protect local environment. The redevelopment of the site would result in an improvement to the front of the site adding a green landscaping along Main Road in accordance with the environmental improvements sought by the Area Action Plan. The development would retain a smaller retail unit, as desired by the existing independent retail business, continuing a retail function on the site which, although not necessarily enhancing the retail offer for Hockley, would not be unduly adverse towards it.
- 5.3 The National Planning Policy Framework (NPPF) is in favour of sustainable development. It is considered that the proposed development in this central location with easy access to services and public transport would be in accordance with this broad policy aim.

- 5.4 The site is within a Secondary Shopping Frontage Area as defined in the Council's saved Local Plan (2006). Although there would be a net loss of shopping frontage as a result of the proposed development the existing business would retain a smaller retail presence at the site in accordance with their business requirements. The Economic Development Manager would prefer to see no net loss of A1/B1 use in Hockley Town Centre but has no objection to the development proposal and recognises that mixed use developments are appropriate as identified in the Hockley Area Action Plan.
- 5.5 The development would be consistent with Local Plan Policy HP17 which encourages the use of the upper floors of shops and other commercial premises by granting permission for accommodation that is self contained and has separate access from the street and can provide a satisfactory standard of residential convenience and amenity.

Design

- 5.6 Core Strategy Policy CP1 requires the Council to promote good, high quality design that has regard to local flavour through the use of the adopted Supplementary Planning Documents.
- 5.7 The site is within a prominent position in the streetscene on the main approach to Hockley town centre. The existing building is not considered to be an attractive building and this is exacerbated by a large number of antennas and aerials installed on the roof.
- 5.8 The proposal seeks to extend and renew the existing buildings in a more contemporary style adding an additional floor in the process. The front of the main building will be extended to include a projection at ground floor level. Above this the remainder of the elevation would feature projecting balconies and canopies including coloured glass features. A similar approach would be adopted to the rear with a wing extension providing undercroft parking for two cars with three storeys above. The proposed top floor of the building would be inset from the sides of the building and retained within a parapet to reduce the visual impact of the additional mass on the streetscene.
- 5.9 The proposed external facing materials include a combination of smooth white render, facing brickwork and light grey aluminium cladding. The positions of the windows, doors and balconies would be uniform across the facades but break up the appearance of the elevations through the use of glass coloured panels. A similar approach would be taken to the conversion of the store building. It is considered that the use of these materials and design features would improve the appearance of the building particularly that of the separate rear building.
- 5.10 The County Urban Design Adviser has recommended the current application is refused, primarily due to its excessive height, removal of retail units to the detriment of the town centre, too dominant parking and some architectural issues.

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- 5.11 The main concern relates to the additional floor, taking the building to 4 storeys, as the general area comprises buildings of between one and three storeys. The improved look of the elevations and the setting back of the top floor are not considered sufficient mitigation against the increased prominence and overbearing impact of the extended building. Concern is also expressed about the reduction in retail floorspace with the shop unit located behind resident parking areas.
- 5.12 Lesser design issues relate to the position of the communal doorways and shop front as the design of the ground floor elevation lacks prominence and appears less distinctive than the residential floors above. The left hand side of the ground floor extension also has a disjointed relationship with the balconies above. It is considered that the appearance of the main front elevation could be improved by minor alterations to the design detail on any resubmission however these details are not considered to justify a reason for refusal.
- 5.13 The Adviser considers the design for the live/work unit appears well thought through, significantly improving its outlook and use, without introducing any additional height or windows which might have a detrimental impact on neighbours.
- 5.14 The Adviser has made a number of recommendations to improve the design to an acceptable standard. Realistically this involves reducing the building back to three storeys although an ‘exceptionally’ designed building could justify an extra floor if neighbour and parking concerns are addressed.
- 5.15 Officers concur with the general view put forward by the county urban designer that the additional floor is over ambitious. Otherwise the rear extension and front extension would not over dominate the street. The setting and outlook of the semi detached dwellings at 26 and 26a Main Road would, however, be compromised by the four storey rear addition
- 5.16 The mixed use building to the rear of the site would see no change to the building envelope with the new upper floor contained within the existing roof form and no outward facing windows. New windows would look into the site across the car park between the buildings.
- 5.17 But for the increased floor to the main building district officers are content with the remaining massing and bulk and the desirable improvement to the appearance of the building.

Parking and Access

- 5.18 The site is located in the centre of Hockley where a range of goods and services are available, and access to bus services and a mainline train station.
- 5.19 The existing access to the site from the private road to the east would be retained. The proposal would reduce the amount of parking to the front of the site and focus parking to the rear.

- 5.20 The Parking Standards: Design and Good Practice Supplementary Planning Document adopted December 2010 requires for flats, 1 vehicle space per dwelling (with two vehicle spaces for two bedroomed flats) and one secure covered cycle space per dwelling. For visitor/unallocated parking there is a requirement for 0.25 spaces per dwelling (rounded up to nearest whole number). Such spaces should also measure 2.9m x 5.5m or if they are provided within a garage the internal measurement of the garage should be 7m x 3m in order for spaces to be considered usable. Parking bays for disabled users should measure 6.5m x 3.9m to allow for improved access. For A1 use the maximum is one space for 20m² of floor space and for B1 the figure is a maximum of one space for 30m² of floor space.
- 5.21 Against the standard the proposal would require a maximum of 17 car parking spaces. A minimum of 14 cycle spaces are also required.
- 5.22 It is proposed to provide a total of 17 parking spaces equating to one car parking space for each of the eight 1 bed flats, two car parking spaces for each of the two 2 bed flats, two car parking spaces for the 3 bed unit and three visitor spaces. One of the spaces would meet the dimension requirements for disabled access. Four of the car parking spaces would be in front of the main building and 9 to the rear. 2 spaces would be located in an undercroft forming part of the main building and the remaining 2 spaces would be in a garage within the live/work unit. There are no spaces specifically provided to meet the parking and servicing requirements of the retail unit. Servicing access could be provided on the adjacent private highway. It is further note that many retail units in town centres are not provided with vehicular parking and therefore the lack of a specific parking space would not be against the norm. There is a public car park within 150m walking distance.
- 5.23 The garage would have an internal depth of 6m and a width of 6.2m. This is below the depth threshold required within the adopted parking standards for a garage to be regarded as a providing a parking space.
- 5.24 Three of the parking spaces would be allocated for visitor parking but two of these spaces would be positioned directly in front of the garage to the rear live/work unit. The use of these spaces would hinder the effective use of the garage. The remaining unallocated space would be to the front of the main building and would be accessible for disabled users.
- 5.25 A covered cycle storage area would be provided to the rear adjacent to the entrance to the building.
- 5.26 The County Highways Authority considers the on-site parking provision to be acceptable as there will be adequate parking provision due to the town centre location with its proximity of public car parks and sustainable travel. Conditions have been recommended including that requiring the bay sizes to be 5.5m x 2.9m in accordance with the adopted standards. The dimensions of the spaces shown on the plan are marginally below that of the adopted

parking standards, being 5.2m x 2.7m, but would meet the minimum standard. It is not considered that the preferred standard is obtainable at the site with the proposed number of spaces. In order to achieve the preferred standard a reconfiguration of the parking layout would be required and to achieve a suitable layout, with pedestrian access and access to the bin storage/cycle area, a lesser number of spaces would result.

- 5.27 Members are reminded of the appeal decision for the application 12/00619/FUL at Plot 1A Rochford Business Park, Cherry Orchard Way. The Inspector allowed the appeal and found it improbable that there would be any resultant operational difficulty or adverse highway safety implications from using the Council's minimum standard for bay sizes.
- 5.28 The County Urban Design Adviser considers the number of parking spaces to be sufficient considering the town centre location but considers that the featured car parking is over-dominant considering the development proposal. The County Urban Designer considers the front parking area to be detrimental to the Main Road streetscene, whilst more could be done to soften/screen the rear car park especially when viewed from the private road. Parking and footpath access to the rear also appears to be ill defined due to parking orientation and lack of available space.
- 5.29 District officers consider that the level of parking provision and the size of the parking bays are adequate however improvements to the layout could be made if there was a lesser number of units.

Amenity Areas

- 5.30 The Councils design guidance requires that for flatted schemes amenity areas should be provided to be achieved through the provision of balconies with a minimum of 5m², with ground floor flats having a minimum patio garden of 50m², or the provision of a useable communal resident's garden of 25m². The proposal would require the provision of 275m² of communal space or a combination of private areas and shared space.
- 5.31 The two ground floor flats would have amenity areas of 15 and 17m² respectively. The live/work unit would have an external courtyard area of 21m². The remaining flats would be provided with a private balcony of between 5.7 and 10m². Each apartment would also have a share of a communal space to the front of the building comprising of a landscaped area 60m² in extent. Being along the site frontage this area really proves to be more of a landscaping area than a usable amenity area for residents to enjoy.
- 5.32 The ground floor flats and the live work/unit have amenity areas of between 15m² and 21m² thus would have less than the 50m² minimum patio garden required for ground floor flats. Notwithstanding this the three units would be provided with a reasonable and usable space. It is considered that a relaxation of the space standard can be made as the proposal would involve the conversion of an existing building within a town centre which makes the

best use of the available land, and additionally, the recreational opportunities available at Hockley Woods are only 300m away thus within easy walking distance. The remaining balconies to upper floors would have more than the required 5m² standard.

- 5.33 The proposed balconies would be limited to the front and rear elevations.
- 5.34 The front balconies would overlook the public realm on Main Road with a minimum separation distance of 20m to the front of the nearest properties (commercial).
- 5.35 The rear balconies would be to the first and second floors only and screened to the east by the proposed rear extension. They would be positioned forward of the front building line to the dwelling positioned to the west allowing privacy to the rear private garden area of this established dwelling to be maintained. It is not considered that the balconies would adversely impact amenity value of the front windows due to the oblique relationship between the front of the dwelling and the balcony positions. There would be a minimum distance of 45m between the outlook from the balconies and the nearest rear facing elevation of a residential dwelling. The intervening live/work building would also act as a visual barrier. As a result it is not considered that there are any significant overlooking issues from the balconies on the proposed building.
- 5.36 The additional third floor would have rear facing windows but these would be small in size and together with the degree of separation, referred to above, would not result in significant overlooking or the perception that this could occur. There would be no additional windows within the rear live/work unit that would affect neighbouring properties.

Other Considerations

- 5.37 Anglian Water has confirmed that there is sufficient capacity in the area to deal with foul sewerage/wastewater treatment.
- 5.38 The Lifetime Homes Standard, Code Level 3 for Sustainable Homes and on site renewable energy would need to be provided for and met in accordance with policies H6, ENV8 and ENV9 of the Core Strategy and this can be controlled by planning condition. The applicant has stated the intention to meet Code Level 4 subject to viability.
- 5.39 Essex County Council does not require educational contributions for the development.
- 5.40 A refuse store will be provided within the main building by the entrance to the upper floor flats. It would have internal dimensions of 4.5m x 2.5m and be accessible from the parking area via double doors. The flats would require a total bin capacity of 1400litres and the provided bin store would be more than adequate to contain the required combination of recycling and waste bins. The live/work unit would have a separate bin store within it 3.5m x 2m in area and of adequate size.

6 CONCLUSION

- 6.1 The development is of an attractive appearance enhancing the town centre but with the inclusion of the extra floor would give rise to a building which would be over prominent in the centre of Hockley where the majority of buildings are limited to two storeys and only a small number are of three storeys.

7 RECOMMENDATION

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

That planning permission be refused for the following reason:-

1. The proposal, by way of the significant bulk and height introduced by the proposed additional floor, would result in a dominant four storey building in this prominent position in Main Road detracting from the prevailing built development within the centre of Hockley, which in the main consists of two or three storey buildings. This additional bulk and height, together with the 4 storey rear extension, would detract from the outlook and setting of the low rise semi-detached chalets facing the flank elevation of the site to the detriment of the occupiers of 26 and 26A Main Road. The resultant building, if allowed, would fail to comply with Local Plan Policy HP6 (viii to x) or reflect the local characteristics contrary to policy CP1 to the Council's adopted Core Strategy 2011.



Shaun Scrutton

Head of Planning and Transportation

Relevant Development Plan Policies and Proposals

National Planning Policy Framework

Rochford District Council Local Development Framework Core Strategy Adopted Version (December 2011) Policies H1, H5, H6, CP1, ENV8, ENV9, RTC6, T1, T3 and T8

Rochford District Replacement Local Plan (2006) as saved by Direction of the Secretary of State for Communities and Local Government and dated 5th June 2009 in exercise of the power conferred by paragraph 1(3) of schedule 8 to the Planning and Compulsory Purchase Act 2004. Policies HP6, HP17

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

Standard C3, Standard A1, Standard B1.

Supplementary Planning Document 2 : Housing Design (January 2007)

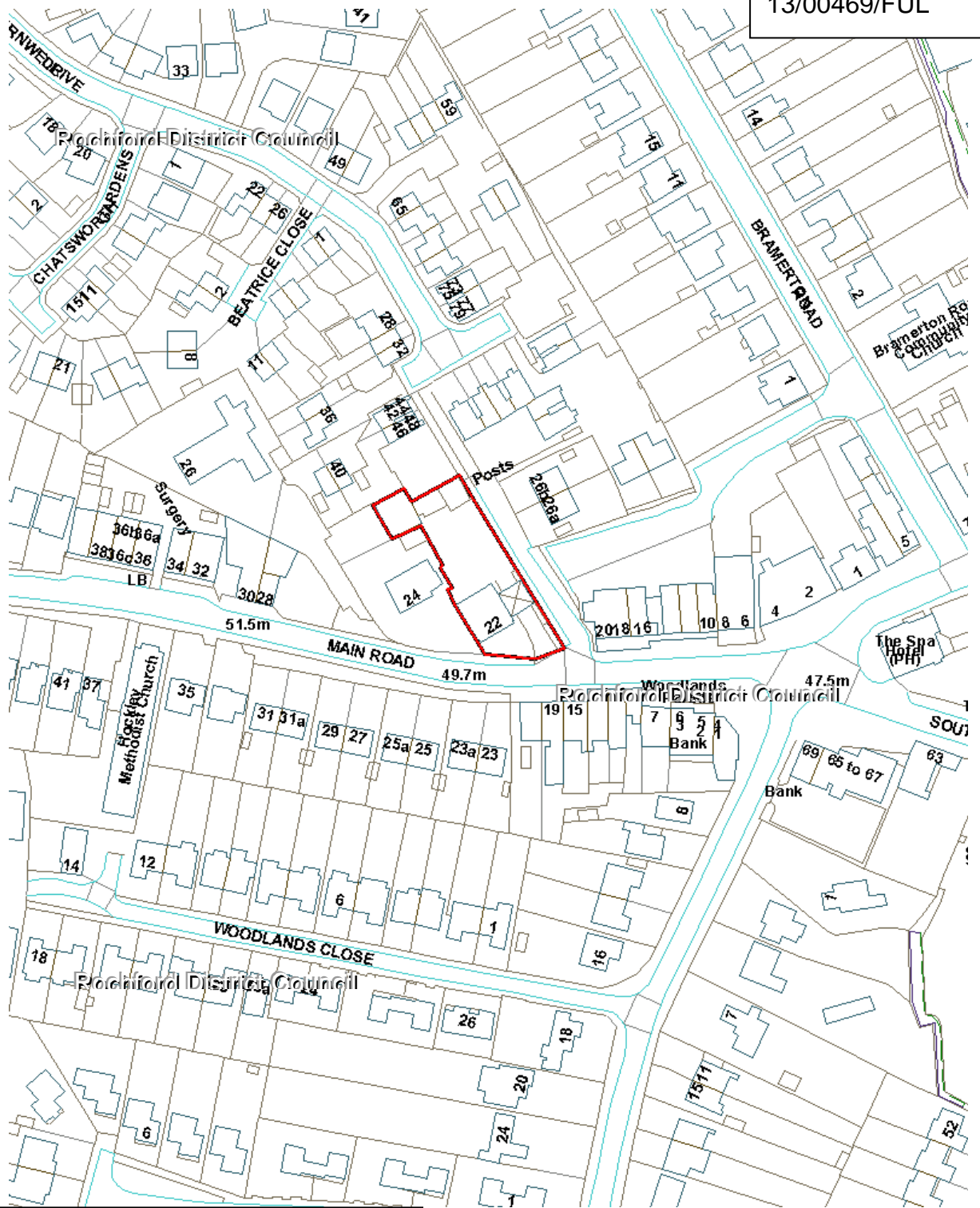
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