

## **ITEM 10 – 18/00318/FUL – LAND ADJACENT TO ST THERESA PUDSEY HALL LANE**

### **1. Comments from Canewdon Parish Council**

The Parish Council considers the development to be inappropriate in the Green Belt and Coastal Protection Belt and considers that the proposal is contrary to the aims and objectives of such special areas.

National Planning Policy Framework and Rochford District Council's Local Plan policies state that development in the Green Belt, even for Gypsy/Traveller use, is inappropriate and should not be given special consideration.

The Parish Council is concerned that, if planning permission were to be granted for this development, a precedent would be set for other, similar sites in the Green Belt. There have been other recent refusals of planning permission for proposals in the Green Belt, including a recent proposal on an adjacent site. The Parish Council considers it imperative that such proposals are considered against the relevant planning policies so as to ensure equality of decision.

The Parish Council fully supports the comments made by residents who have submitted objections already. The Parish Council strongly objects to the proposal and considers that planning permission should be refused. It is also considered that appropriate action should be taken to ensure that no further development is allowed to take place on the site and that the site should be reinstated to the condition that existed prior to the unauthorised development being carried out. In the interim, during the planning process, provision should be made to clear and deal with the human and other waste on site, in the interests of health and safety.

## **ITEM 7 – 18/00282/FUL – 19 South Street, Rochford, SS4 1BQ**

### **1. Consultation Response**

A consultation response has been received on 18 June from Rochford District Council's Arboricultural and Conservation Officer indicating that there is no

issue with the removal of T1 and T2 for the increased parking. It is recommended that some screening shrubs/trees be established as replacements, which can be supplied as part of the detailed landscaping design.

## **2. Planning Conditions**

### **Condition 4**

Condition 4 states: The provision of ten on site vehicle parking spaces and an associated turning area, as shown in principle on planning drawing D1117324-L10. Each parking space shall have dimensions in accordance with current parking standards. The vehicle parking area and associated turning area shall be retained in the agreed form at all times.

The agent has indicated that the parking spaces, which are historical parking spaces that are demonstrably functional, do not comply with current standards (5.5m x 2.9m; 5.0m x 2.5m). It is indicated that the spaces are shown as 4.8m x 2.4m. These spaces are as per the car park arrangement when the building was converted to offices in the 1980s. The rationale behind the scheme was to use the existing car park. It is requested that reference to current standards be removed from this condition, given the particular circumstances of this site and constraints around the application.

Essex Highways is satisfied with the principle of parking layout on the basis of the drawing, which indicates parking layout (drawing reference D1117324-L10), but has specified its provision in accordance with current parking standards, which is not possible. Given the rationale set out by the application which has been accepted by Development Management in its consideration of the acceptability of parking provision, it is considered that reference to the current parking standards in condition 4 should be omitted on the basis that the current parking arrangement has demonstrated full functionality.

### **Condition 5**

Condition 5 states: Any gates provided at the shared vehicular access shall be inward opening only and shall be set back a minimum of 6 metres from the back edge of the highway boundary.

The agent indicates that the gates are shown in their current position, roughly 2.9m from the back of the highway, not 6m as per the draft condition. In the 1980's when the office conversion took place, the space before the gates would have been acceptable, as a car could be clear of the vehicle highway. When the site operated as an office the gates were opened first thing in the morning and locked at night. This operates well for an office use, but not for residential. The agent suggests that the condition be amended to require the gates to be locked in an open position, which would resolve the issue.

**REVISED RECOMMENDATION**

It is recommended that condition 4 be amended to reflect this position with further clarity on the first provision and the retention of the parking provision over the lifetime of the use – to read as follows:-

‘The provision of ten on site vehicle parking spaces and an associated turning area, as shown in principle on planning drawing D1117324-L10, shall be provided prior to the first use of the development and retained in perpetuity thereafter.’

It is recommended that condition 5 be revised as follows:-

Prior to the first use of the development the existing entrance gates shall be secured in an open position and maintained as such in perpetuity.