

13/00359/FUL

49 SOUTHEND ROAD, HOCKLEY

DEMOLISH EXISTING BUNGALOW AND CONSTRUCT THREE STOREY BUILDING CONTAINING 5 NO. TWO-BEDROOMED FLATS. FORM PARKING, REFUSE COLLECTION POINT AND AMENITY AREAS AND CONSTRUCT CYCLE STORE. NEW VEHICULAR ACCESS FROM SOUTHEND ROAD.

APPLICANT: NEIL COCHRAN

ZONING: EXISTING RESIDENTIAL DEVELOPMENT

PARISH: HOCKLEY

WARD: HOCKLEY CENTRAL

1 PLANNING APPLICATION DETAILS

Site Description

- 1.1 This application is to the site located on the southern side of Hockley Road 100m east of the junction with Spa Road. A bungalow and detached garage are present on site with a hard standing surfaced area to the front to accommodate the parking of vehicles and a grassed area to the rear. To the west of the site are two shop units (No. 51 and 53) and an access road to a Council car park. To the east is a commercial unit and beyond that a dental practice (No. 47 and 45). To the immediate south of the site are a social club and doctor's surgery and residential properties beyond fronting Woodpond Road.
- 1.2 The site immediately adjoins Hockley town centre, as defined in the Council's saved Local Plan (2006).

The Proposal

- 1.3 Planning permission is sought for the demolition of an existing bungalow and to construct a three storey building containing 5 No. two-bedroomed flats with parking, refuse collection point and amenity areas.

- 1.4 This proposal follows a previous application (application No. 12/00777/FUL) refused permission in March 2013 for reasons of the significant mass and bulk of the building proposed, its deep positioning into the site, the proposed site frontage layout dominated by off street parking detracting from the prevailing character of the built development east of Hockley town centre.
- 1.5 The current application follows discussion with officers following that previously refused application. As originally submitted in this current application, the proposal revised the plan of the proposed building to remove the undercroft access in favour of a side access for vehicles with first floor element above. The depth of the building was reduced by 1.1m in comparison to that building refused and the building re-designed to omit the flat roofed area and increase the size of balconies. As a result of the changes the proposal has been reduced from six to five two-bedroomed flats. The building was also sited closer to the street by some 8m to provide all the car parking to the rear of the building.
- 1.6 The applicant states that the ridge and eaves height remains the same, but officers measure a slight increase in ridge height from 9m to 9.15m. The rear projection, although less in depth, is to an increased height of 9.15m consistent with the main ridge from a height of 8.3m in the refused application.

The applicant has since revised the application further to delete the first floor side addition and revise the site layout to provide the amenity space immediately to the rear of the building and with the car parking spaces to the remaining site depth.

2 RELEVANT PLANNING HISTORY

- 2.1 Application No.02/00005/FUL
Extension to Existing Garage
Permission granted 18 February 2002.
- 2.2 Application No. 05/00968/FUL
UPVC Conservatory
Withdrawn 12 December 2005.
- 2.3 Application No. 06/00065/FUL
Rear Conservatory
Permission granted 21 March 2006.
- 2.4 Application No. 12/00777/FUL

Demolish Existing Bungalow and Construct Three Storey Building Containing 6 No. Two-Bedroomed Flats. Form Parking, Refuse Collection Point and Amenity Areas and Construct Cycle Store. New Vehicular Access From Southend Road.

Permission refused 29 March 2013 for the following reasons:-

1. The proposal, by way of the significant mass and bulk of the building proposed and its deep positioning into the site, with the proposed site frontage layout dominated by off street parking, would detract from the prevailing character of the built development east of Hockley town centre , which in the main comprises domestic scale dwellings and buildings with landscaped frontages. If allowed, the proposal would lack a softened green appeal contrary to the existing development on the site, proving detrimental to the amenity afforded to the street scene.
2. The proposal would fail to reinforce local distinctiveness and would not provide a cohesive, balanced design or add a positive visual presence to the detriment of the street scene in the locality. The design features , including a flat roofed area at first floor to the rear, lacks uniformity in window heads in close proximity to the roof edge. Furthermore, the drive through feature accessing the car park would lack expression, which if allowed, would be bland and lost in the overall composition of either north or south elevations, resulting in an over fussy appearance, failing to demonstrate local flavour or local characteristics contrary to policy CP1 to the Council's adopted Core Strategy (2011).

3 CONSULTATIONS AND REPRESENTATIONS

Hockley Parish Council

- 3.1 Object. Over bearing and an increase of traffic onto the main road.

Essex County Council Highways

- 3.2 No objection, subject to the following heads of conditions:-

1. Prior to the commencement of the development, the access at its centre line shall be provided with a clear to ground visibility splay with dimensions of 2.4m to the tangent point to the west and 2.4m x 90m to the east.
2. Prior to the commencement of the development a 1.5m x 1.5m pedestrian visibility splay shall be provided on both sides of each vehicular access.
3. Eight vehicular hardstandings shall be provided to a minimum 2.9m width and 5.5m depth with dimensions for the disabled bay being 3.9m x 6.5m.

4. Prior to the occupation of the development the vehicular access shall be constructed at right angles to the highway boundary and to the existing carriageway. The width shall be not less than 3m.
5. A minimum dimension of 6m shall be provided between the rear of the parking bays and within the parking court.
6. The existing vehicular crossing shall be suitably and permanently closed to the satisfaction of the Local Planning Authority incorporating the reinstatement to full height of the highway footway kerbing.
7. No unbound material shall be used in the surface treatment of the vehicular access within 6m of the highway boundary.
8. Prior to the commencement of the development, the areas within the site for the purposes of loading , unloading , reception and storage of building materials and construction traffic , shall be identified and submitted and approved by the Local Planning Authority.
9. Prior to the 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.
10. Prior to the occupation of the development the developer shall be responsible for the provision and implementation of a travel information pack to include 6 all Essex scratch cards for the development.

Anglian Water

- 3.3 No comment to make on this occasion.

Environment Agency

- 3.4 We have been consulted on the above planning application, which falls outside of the scope of matters for which we are statutory consultee. We will not therefore be issuing a response to this application.

Essex County Council Urban Design

- 3.5 The application has improved (since the previous refusal) informed by our previous comments and is now in outline of reasonable quality. However, we still have some outstanding detailed concerns – some items we would consider essential requiring revision/condition and others worthy of consideration. Our detailed comments are as follows:-
- 3.6 The height, massing and placement of the building now appears appropriate for the location, balancing the edge of town centre location (which justifies the relatively high densities) and the gardened suburban street-scene character of development to the east. This has been achieved by reducing the depth of

the building to that which is now more domestic in scale. Crucially, this ensures the 2½ storey building height does not appear too bulky and overbearing.

- 3.7 The architectural articulation of elevations and roof scape is generally well handled, though the lack of windows to the rear elevation makes this side appear too dull and inactive – see comments below for how this may be remedied.
- 3.8 Considering the density of development, the revised parking arrangement is relatively discreet and convenient, tucked to the rear with a side access. However, it appears parking spaces conflict with the ability to access the communal main entrance, the rear door of a ground floor apartment and the bin store. It is essential this issue is resolved and in this respect the length of parking spaces might be reduced to the minimum of 5m, subject to agreement with the Highways Authority. We would also recommend that soft landscaping is introduced at the edges of the car park to help soften its appearance and to protect against damage to any otherwise adjoining fencing.
- 3.9 We would query the rear location of main communal entrance and stairs which creates some problems – reliance on rear access is not ideal given legibility issues, conflict between private realms and public access, and the way the orientation of the stairwell robs the potential to provide better day-lighting and outlook for a number of apartments. A better solution might have been a centrally located front-facing entrance with stairs running through part of the middle of the building. This would have also had the advantage of providing a suitable focal point considering the duality of the elevation. Working with the current layout, windows should at least be provided to the lower communal stairwell to help enliven the elevation.
- 3.10 In principle we do not object to a subservient wing with under access to the car park, but are concerned that day-lighting, outlook and privacy to a ground floor bedroom would be too compromised, with passing car noise being another issue. Furthermore, we would question the appropriateness of most of the upper floor windows facing adjoining properties and none facing its own rear grounds.
- 3.11 Communal access to the bike store appears too narrow and in conflict with access to a ground floor apartment – we'd suggest this is slightly widened.
- 3.12 Open amenity is now reasonably well catered for, in particular with regard to generously sized balconies and accepting the unavoidably detached nature of the ground floor garden.
- 3.13 We would recommend conditions requiring further information (including samples) to be provided for approval with regard to select materials and details, e.g. external hard surfaces, brick choice and front boundary treatment.

Rochford District Council Head of Environmental Services

3.14 With regard to refuse collections we require the flats to have the following:-

- x non-recycling bins – either 5 x 180 litre bins or 3 x 360 litre bins or 1 x 1100 litre bin
- x recyclables bins – either 5 x 240 litre communal bins, 1 x 1100 litre communal bin
- x compostables bins – 2 x 140 litre bins
- Non-recycling and recyclable collections are alternate weekly with compostables being collected weekly.
- Access to the bins must be adequate for a refuse collection vehicle, with a maximum walking distance of 25m to the bins, for wheelie bins and 10m maximum for 1100 litre bins. We also would request that the bin area is locked, preferably via a keypad system.

Neighbour Representations

3.15 Two letters have been received from the following address:-

Belchamps Way: 25B.

Southend Road: 6

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

- I believe the development is out of keeping with the surrounding properties.
- I also believe there is insufficient parking, 8 spaces for 5 x 2-bedroom flats, as there is no adjacent street parking. I believe 2 per flat making a total of 10 would be acceptable.
- The layout shows only space for 5 bins but there will be 3 bins per flat making 15 in all.
- Scale of this proposal is little different from the earlier one for 6 flats and is still 3 storeys, compared with local traditional residential average of 1 or 2 storeys, maximum height 26 feet. It will still impact on adjacent businesses and on the bungalows opposite, north side of Southend Road. (One or two of 3 storeys are in the commercial centre, away from outlying residential).
- Reference design, comparison with similar developments at 1 Southend Road, Spa Road/Meadow Way corner, Aldermans Hill, with ridge roofs instead of flat ones, is irrelevant - it doesn't overcome the problem of bulk, height, over-development. Relevantly, after the appeal on 1 Southend

Road, the Inspector required the c.30+ height reduced to comply with local residential norm. Though on a bigger site, it's very cramped, with parking problems. Overbearing Spa Road/Meadow Way building caused sale problems to nearby dwellings.

- ECC Highways know best, but access for this number off main road might still be a problem, though no alternative. Two of the above are accessed off side roads.
- Re the whole proposal, draft RDC Development Management Submission document, April 2013, at paragraph 2.24 Housing, Place character, Residential amenity, says: "...demolition of individual dwellings to be replaced by multiple dwellings, e.g. replacement of a bungalow with flats, is not generally supported." In the same paragraph RDC "...seek to resist loss of existing dwelling types, which can impact on character of the streetscene in the District's existing settlements", but suggest alternatively "...replacement of one bungalow on a wide plot of land with a pair of semi-detached houses may be acceptable". [I would add: 2 storeys, not 3, maximum height 26ft to fit with locale]. I don't support loss of the bungalow, but proposer might consider above as alternative.

4 MATERIAL PLANNING CONSIDERATIONS

Principle of the Development

- 4.1 The site is located within the residential area of Hockley and on the boundary of Hockley town centre. The intensification of the site for residential development would in principle be considered acceptable at this location. The National Planning Policy Framework (NPPF) is in favour of sustainable development. It is considered that the proposed residential development accords with this presumption and represents sustainable development given the close proximity of the site to the Hockley Town centre.
- 4.2 The preamble to Policy DM3 to the Development Management submission document (paragraph 2.24) states that whilst the council will seek to resist the loss of dwelling types that can impact upon the character of the street scene and that replacement of dwellings should usually be on a like for like basis, if an alternative dwelling type can achieve a better utilisation of the site without creating undue intensification, this may be considered acceptable. The specific example is quoted that the replacement of a bungalow with flats would not generally be supported. However, as this site is located close to the town centre and adjoining commercial premises there is not the strong residential character as found in the more general housing areas. Given the mixed use characteristics in the site locality, the flatted form is considered appropriate and would not in this case detract from a strong residential character in conflict with policy DM3.

Street Scene and Design issues

- 4.3 The site is within a prominent position in the street scene due to the low rise nature of neighbouring buildings immediately neighbouring the site and the

general approach to Hockley town centre. Single storey buildings adjoin the site to the east and west enhancing the visibility of this site. A public car park exists to the south west of the site. As such, the proposed building would be clearly visible to users of this car park and the public generally.

- 4.4 In the wider context, Southend Road consists of a variety of properties that vary in size and style. Whilst the buildings immediately bordering the site are single storey commercial premises and directly opposite the site are a collection of semi-detached chalet residential properties which are replicated further along the road.
- 4.5 Unlike the previous application, this current proposal would site the building proposed forward in the site with the front wall of the building consistent in line with the front wall to the shops immediately to the west of the site. Because of the generous side space to the east of the building that forward position would not be overbearing or disruptive to the street pattern. This current proposal omits the previous parking to the front of the building and instead shows a front garden area tapering in depth across the front of the building from 4m down to 2.5m in depth with a low rise wall enclosing the frontage. The tapering alignment reflects the need to maintain a visibility splay across the site to the shop forecourts and access to the public car park to the west.
- 4.6 The County council's urban designer is generally supportive of the development acknowledging that the alterations to the building and depth in particular, give the building proposed a domestic scale. Together with the forward positioning and retention of front garden are, the current proposal overcomes the first reason for the previous application being refused.
- 4.7 The current proposal has changed the articulation of the building to provide a more cohesive design. The omission of the flat roof element to the previous application is a welcome improvement. The latest revision has deleted the first floor side addition to the east to which the county urban designer has expressed concern, due to on the lighting to the ground floor bedroom windows in the building on that side.
- 4.8 The County Urban Designer makes a number of concerns with regard to the overall design detailing. The latest revision to the site layout to provide the amenity space immediately behind the building overcomes concerns expressed at the difficulty for access. District officers consider that a communal rear access is acceptable because of the rear car parking and need for convenient access from that area. The front elevation of the building features the main entrance to both ground floor flats at each opposing end of the building width. This detailing helps with the domestic features considered important to the distinctiveness considered essential. District officers do not in this case, consider it essential that the front elevation should feature a centrally located more substantial communal entrance feature. District officers consider that the appearance of the building proposed has a cohesive and balanced design overcoming the second reason for the previous application being refused.

- 4.9 Policy ENV9 of the Core Strategy requires all new residential development to reach Code level 3 for Sustainable Homes and also, within the period 2010 to 2013 the Council expect development to go beyond Code level 3 in terms of water conservation measures, unless such requirements would render a particular development economically unviable. A planning condition requiring the proposed flats to meet Code 3 could be attached to an approval. In addition to this, policy H6 of the Core Strategy requires all new housing developments to comply with the Lifetime Homes Standard. A planning condition requiring the flats to meet the Lifetime Homes Standard would sufficiently ensure compliance with policy H6.

Layout considerations

- 4.10 In the consideration of the previous application, members were critical of the need then raised by the County Council's Urban designer for amongst other things, for the amenity space to be located close to the rear of the building. In this current application the same criticism was not carried forward to the current application even though as originally submitted, the application continued with the amenity space being detached by the intervening car parking area. However, as now revised, the applicant has provided the amenity space to the rear of the building with the car parking area at the back of the site.
- 4.11 Guidance contained within SPD2 (2007) requires that for flatted schemes balconies should be a minimum of 5 square metres, with the ground floor dwelling having a minimum patio garden of 50 square metres, or the provision of a useable communal residents garden of 25 square metres per flat is required. The amenity space as now shown is to an area of 83 square metres with each upper floor flat having balconies of 6 square metres at first floor and 12 square metres at second floor. This provision way exceeds the balcony area required and the 50 square metres required for the two ground floor flats proposed.
- 4.12 The proposed siting would provide a side isolation space of 4.6m to the eastern boundary. The western boundary with the adjoining shop has a skewing alignment but would maintain a sidespace of 1m at the pinch point in accordance with the council's standards.
- 4.13 The site is located between commercial properties and buildings in community use. The nearest residential property to the proposed development is The Oaks, Southend Road, which has an unusual relationship with neighbouring properties as it is sited to the rear of properties fronting Southend Road. "The Oaks" has a garden area to the east of the site bordering the site under consideration.
- 4.14 The residential properties located on Woodpond Avenue are located in excess of 42m from the rear elevation of the proposed flats. The Essex Design Guide states that 'upper storey flats can cause problems of overlooking from living rooms, and therefore any rear-facing upper storey

living room should be no closer than 35m to the rear of any other dwelling'. The living room windows to the rear elevation and second floor balcony would be located 58m from those properties in Woodpond Avenue and exceeding that distance stated in the Essex Design Guide together with an intervening Day Centre building, there would consequently be no material overlooking to these nearest residential properties.

- 4.15 Properties opposite the development within Southend Road would be located some 29m from the front elevation and two first floor balconies of the proposed development. Due to the separation distance of 20m over the public road in between, it is unlikely that unreasonable overlooking would occur directly into those properties opposite the site.
- 4.16 Guidance contained within SPD2 advises that extensions to dwellings should not breach a 45 degree angle at first floor with the nearest ground floor habitable room windows on neighbouring properties in order to prevent an excessive degree of overshadowing to neighbouring properties. Whilst this policy guidance does not relate to proposals for new dwellings or flats, it is a useful guide for assessing the acceptability of the relationship between proposed new dwellings and neighbouring properties. As the neighbouring properties are not residential this advice is not specifically necessary, however for completeness this has been assessed. The current application shows that this angle would not be breached to the front or rear windows of the Pharmacy to No.51 and would not breach a similar test to any of the front or rear windows to the adjoining computer business at No.47. It is therefore considered that the proposed building would not generate unacceptable overshadowing of adjoining premises.
- 4.17 The overall layout of the development is considered to form a good relationship with neighbouring properties.
- 4.18 The building proposed would feature an enclosed refuse store contained within the rear of the building. The room would open externally and could be locked or controlled by key pad as suggested by the council's Head of Environmental Services. With the access road into the site to a width of 4.8m narrowing to 4.6m it would be possible for the refuse collection vehicle to reverse into the site clear of the highway to aid collection.

Parking and Access issues

- 4.19 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), 1 powered two wheeler (PTW) space, 1 cycle space per 8 dwellings for visitors, 2 powered two wheeler spaces and 3 disabled bays.

- 4.20 If working in accordance with the adopted parking standards the proposed development would require 10 car parking spaces, 2 visitor/unallocated vehicle spaces, 1 PTW space and 3 disabled parking bays. The standard however allows for reductions of the vehicle standard if the development is within an urban area (including town centre locations) that has good links to sustainable transport.
- 4.21 The site is located in close proximity to the Hockley Town centre with a range of goods and services, regular bus service and mainline train station. The site almost adjoins Hockley Town Centre public car park.
- 4.22 The County Highway Authority have considered the revised layout and have no objection to raise accepting that given the location, the provision of six car parking spaces each to the preferred bay size, space for one powered two wheeler and secure storage for five cycles as shown is acceptable.
- 4.23 The County Highway Authority advise further that the refuse bin store should be relocated away from the bellmouth area so that the site entrance has a straight access to make for easier manoeuvrability within the site. This requirement for revised location of the bin store together with the widening of the access to 4.8m can be achieved by a condition to the grant of permission.

Arboricultural issues

- 4.24 As part of the application an arboricultural report has been produced detailing existing trees on the site. A tree preservation order (TP0/0007/78) relates to two Oak trees, one on site (T1) located in the revised parking area to be removed and one off site(T2) to the rear of No. 47 Southend Road. A Leyland Cypress hedge to the rear of the site not subject to preservation is also to be removed.
- 4.25 T1 is identified to be removed, within the report it is stated that the Oak tree has previously been 'ringed' and heavily pollarded and the tree is deemed to be in decline. The Council's arboricultural officer agrees that T1 has a limited future. If this tree is to be removed a new tree would be required to replace the loss of T1 due to the attractive feature it currently creates and could be located in a more suitable location on site providing further screening to the development.
- 4.26 Whilst T2 is offsite and is in third party ownership, the arboricultural report states that only a very marginal part of the root protection area of T2 will be compromised by the hard surface of the parking bays, in order to assess this it is suggested that a hand dug assessment trench will be opened and if significant roots are present and they can not be pruned clear of the construction zone a no dig surface will be used.
- 4.27 The revised layout now for consideration will in fact increase the extent of hard surfacing within the root protection area to T2. Notwithstanding this,

officers consider that the same approach can be followed to safeguard the tree rooting system albeit to a greater area.

5 CONCLUSION

- 5.1 The development proposed is to a site allocated as existing residential development but in close proximity to the Hockley town centre and would be adjoined by commercial uses where more intensive residential use would not harm the residential character as maybe the case in more suburban or dormitory locations . The current proposal now takes a more domestic scale and siting overcoming the previous objections raised by the council to an earlier scheme.

6 RECOMMENDATION

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

To **APPROVE** the development subject to the following heads of conditions;

- (1) SC4B – Time limit standard
- (2) Submission of external materials
- (3) Submission of methodology for the construction of the car parking area within the root protection area for T2 to TPO 7/78 and to include hand digging – re tree roots to T2. Such details to include measures for the protection of the root protection area within the site for T2 to TPO 7/78.
- (4) Submission of details to demonstrate how the development will achieve Code Level 4 – in terms of water conservation measures and how the flats hereby approved shall secure at least 10% of their energy from decentralised and renewable low carbon sources.
- (5) Submission of landscaping details to include replacement for lost tree T1 to TPO 7/78.
- (6) Submission of front boundary wall treatment and details
- (7) Submission of details for revised refuse collection point.
- (8) Prior to the commencement of the development , the access at its centre line shall be provided with a clear to ground visibility splay with dimensions of 2.4m to the tangent point to the west and 2.4m x 90m to the east.
- (9) Prior to the commencement of the development a 1.5m x 1.5m pedestrian visibility splay shall be provided on both sides of each vehicular access.

- 10) Five vehicular hardstandings shall be provided to a minimum 2.9m width and 5.5m depth and in addition one disabled by with dimensions being 3.9m x 6.5m
- 11) Prior to the occupation of the development the vehicular access shall be constructed at right angles to the highway boundary and to the existing carriageway. The width of the access shall be not less than 4.8m for the first 6m depth into the site
- 12). A minimum dimension of 6m shall be provided between the rear of the parking bays and within the parking court.
- 13) The existing vehicular crossing shall be suitably and permanently closed and incorporating the reinstatement to full height of the highway footway kerbing.
- 14) No unbound material shall be used in the surface treatment of the vehicular access within 6m of the highway boundary.
- 15) Prior to the 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 LPA.
- 16) Prior to the occupation of the development the developer shall be responsible for the provision and implementation of a travel information pack to include 6 all Essex scratch cards for the development.
- 17) Submission of details demonstrating assessment of the development against lifetime homes criteria.

REASON FOR DECISION AND STATEMENT

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, assessed against the adopted Development Plan, and the presumption in favour of sustainable development, as set out within the National Planning Policy Framework. The proposal is considered not to cause significant demonstrable harm to any development plan interests, other material considerations, to the character and appearance of the area, to the street scene or residential amenity such as to justify refusing the application; nor to surrounding occupiers in neighbouring streets.



Shaun Scrutton

Head of Planning and Transportation

Relevant Development Plan Policies and Proposals

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

CP1, ENV4, ENV9, ENV11, H6, 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.

HP6, HP10 and HP11

Rochford District Council Development Management Submission Document (April 2013)

DM3

Supplementary Planning Document 2: Housing Design (2007)

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

Standard C3.

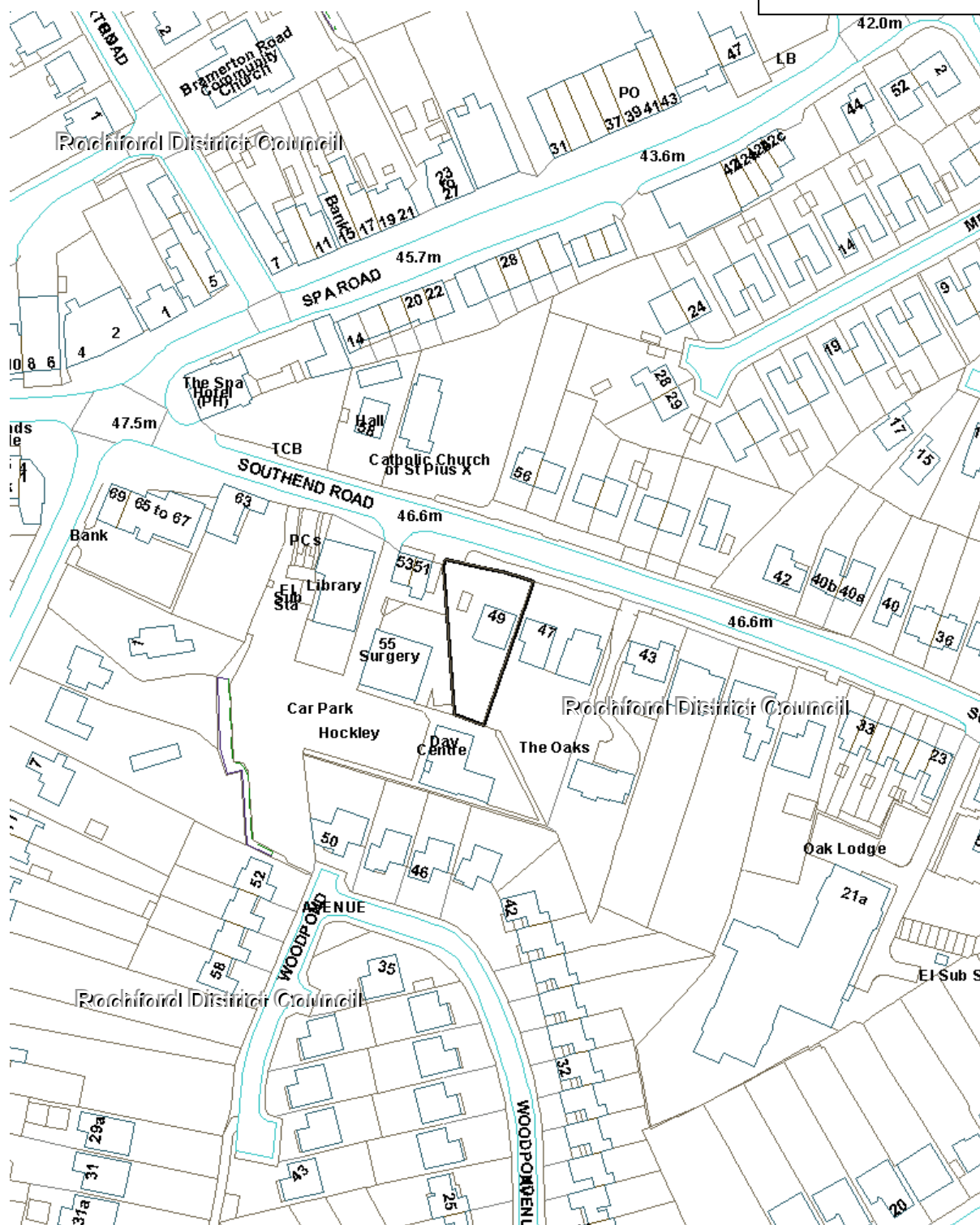
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13/000359/FUL



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