

APPLICATION REFERRED FROM THE WEEKLY LIST

WEEKLY LIST NO. 1404 – 24 NOVEMBER 2017

15/00244/FUL

HALCYON PARK, POOLES LANE, HULLBRIDGE

**CONSTRUCT ADDITIONAL ACCESS TO SERVE HOLIDAY
PARK ONTO KINGSMAN FARM ROAD**

1 DETAILS OF REFERRAL

- 1.1 This item was referred from Weekly List No. 1404 requiring notification to the Assistant Director, Planning & Regeneration Services by 1.00 pm on Wednesday, 29 November 2017 with any applications being referred to this meeting of the Committee. Cllr Mrs D Hoy referred this item on the grounds of highways issues in respect of the road being narrow with poor visibility and that Highways had not visited the site to properly view the volume and speed of traffic at the bend in the road and that their comments were therefore based on supposition, rather than fact. Cllr Mrs D Hoy, in addition, requested a Member site visit.
- 1.2 The item that was referred is attached at appendix 1 as it appeared in the Weekly List.
- 1.3 A plan showing the application site is attached at appendix 2.

2 RECOMMENDATION

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

To determine the application, having considered all the evidence.

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

Appendix 1

Application No: 15/00244/FUL Zoning: Metropolitan Green Belt
Coastal Protection Belt

Case Officer: Mr Mike Stranks
Parish: Hullbridge Parish Council
Ward: Hullbridge
Location: Halcyon Park Pooles Lane Hullbridge
Proposal: Construct Additional Access to Serve Holiday Park Onto
Kingsman Farm Road

SITE AND PROPOSAL

1. This application is to the site of The Halcyon Park located at the far eastern end of Pooles Lane and bounded to the western and southern side by Kingsmans Farm Road and to the north by the River Crouch. The site has a mixture of residential and holiday caravan homes. The single entrance to the site is directly off the end of Pooles Lane into the central area of the park site and park site office. The majority of the residential units are also located to this middle higher ground area of the site.

THE PROPOSAL

2. The proposal is to construct a second access into the site at the south eastern corner of the park and fronting onto Kingsmans Farm Road. The proposed access would have a width of 5.5m and would require the culverting of the existing ditch to bridge the water course with a concrete pipe and filling to allow a bridge for the access to enter the site at the proposed point of access. The applicants describe the access would be constructed to highway authority requirements with 6m radius kerbs to meet the alignment of the metaled surface of Kingsmans Farm Road.
3. The access proposed would require the removal of part of a substantial fir tree hedge line and the cutting back of retained trees and hedge to achieve a visibility splay of 2.4 x 33m onto Kingsmans Farm Road.

RELEVANT PLANNING HISTORY

4. The land at Halcyon Park has been approved as a holiday caravan site for many years with planning history dating back to the 1950's. Today, the

caravan site operates under a part implementation of a 1963 planning consent reference ROC/00581/62 which granted use of the land as a holiday caravan park. This consent was made subject to several planning conditions, condition one of which restricted occupation of the caravans to between the 1st March and the 31st October each year. Planning consent was later granted on appeal in 1983 (ROC/00546/82) to allow the caravans to be occupied between the 1st February and the 30th November each year.

5. Subsequently, applications have been made in an attempt to allow certain caravans at the site to be permanently occupied. Permission was granted in 1991 (F/0673/91/ROC) for the permanent occupation of 12 specific caravans on the site subject to a condition and Section 106 legal agreement which required the use of these caravans to revert back to holiday use only to be occupied between the 1st February and the 30th November each year, once the existing occupants named in the legal agreement ceased to occupy the caravans.
6. Planning permission was then granted in 1996 (96/00113/ROC) for the permanent residential occupation of certain specific caravans at the site, namely caravans 1-7, 18 & 19, 40-45, 72, 74-84 and 105-112. In total, the 1996 consent permitted the permanent residential use of 35 caravans on the site not limiting the occupation to specific persons. This consent did not restrict the residential caravans to any specific layout but did restrict the residential caravans to a particular area of the site at a lesser risk of flooding than other areas of the site.
7. The other relevant planning history for the site includes an application 03/00950/FUL, which proposed the stationing of 77 No. caravans and all-year-round residential use thereof (without compliance with condition limiting occupation from February 1st-November 30th imposed upon appeal decision reference ROC/546/82), provision of storage sheds, construction of roads, parking bays and other ancillary development submitted in 2003. This application was however withdrawn.
8. More recently an application was submitted under application reference 11/00037/FUL to remove condition 1 to planning permission EEC/ROC/581/62 dated 5th November 1963 (as revised by appeal decision to application ROC/546/82 dated 17th August 1983) to delete the following condition;

1. Caravans shall only be occupied during the period 1st February to 30th November in each year.

and substitute the following conditions for the holiday part of the site;

- (i) the mobile homes are occupied for holiday purposes only.
- (ii) the mobile homes shall not be occupied as a persons sole or main place of residence.

- (iii) the owners shall maintain an up to date register of the names of all owners/occupiers of individual mobile homes in the site, and of their main home addresses and shall make this information available at all reasonable times to the local planning authority.

That application was withdrawn following an officer report recommending refusal.

9. Most recently an application was submitted under application reference 12/00674/FUL to remove Condition 1 to Planning Permission EEC/ROC/581/62 Dated 5th November 1963 (As Revised by Appeal Decision to Application ROC/546/82 Dated 17th August 1983) to Delete the Following Condition;

- 1. Caravans shall only be occupied during the period 1st February to 30th November in each year.

And Substitute the Following Conditions;

In Connection with the holiday part of the site:-

- (i) the caravans are occupied for holiday purposes only;
 - (ii) the caravans shall not be occupied as a persons sole or main place of residence and
 - (iii) the owners shall maintain an up to date register of the names and addresses of all owners/occupiers of individual caravans in the site, and of their main home addresses and shall make this information available at all reasonable times to the local planning authority.
10. That permission was refused permission by the Council on 31st January 2013 for flood risk reasons and increased impact of additional persons during winter months upon the Crouch and Roach estuaries Special Protection Area and Ramsar site.
11. An appeal was allowed on 23rd May 2014 agreeing the substitute of conditions proposed subject to further conditions that no dogs be kept by persons occupying caravans over winter between 1 St October and 31st March, that recommendations with regard to flood risk be implemented and artificial light avoid spillage to winter bird areas.
12. At present the applicants are increasing the number of caravans available on the site in accord with earlier permissions.

MATERIAL CONSIDERATIONS

Green Belt issue

13. The Allocations Plan (2014) forms part of the Development Plan for the Rochford District. The site is within an area allocated Metropolitan Green Belt.
14. The formation of the proposed access would amount to an engineering operation and because of its minor nature would preserve the existing openness and would thus not be inappropriate in Green Belt terms.

Highway issues

15. The site of the proposed access would be to a relatively narrow stretch of road and where visibility is poor because of alignment and the substantial hedging either side of the lane. This lane however serves an extensive number of mobile homes, holiday homes as well as private homes and businesses further east. The limitations are such that the County Highway Authority take the view that because of restricted road width and visibility, highway users and vehicles will be travelling with care and at low speed such that concerns expressed in representations about the danger of the access would actually serve to cause awareness mitigating against that harm. As there is no objection from the County Highway Authority, there would only be anecdotal evidence such as it is, on which to base a refusal upon those third party representations made. In addition, the evidence from the highway authority supporting the application subject to conditions, would undermine the basis for refusing the access on highway safety grounds.

Drainage issue

16. The nature of the proposed access would be to culvert the existing water course (open ditch) alongside Kingsmans Farm Road to provide a crossing point into the site. The Environment Agency would normally resist such proposals to pipe that relevant section of the ditch because of the potential restriction to flows. Having previously made a holding objection seeking justification for the proposed culvert, the Environment Agency are now satisfied that their preferred clear span bridge alternative that would have avoided the need for a restrictive pipe, would not be possible and that culverting as proposed is the only practical option. Furthermore, the applicant has demonstrated that the chosen size of pipe would not restrict flows for the 1 in 100 year storm event plus climate change. Accordingly, the clarification and further detail from the applicant removes the objection initially raised by the Environment Agency.

Ecological issue

17. Concerns have been expressed at the impact of the proposal upon a Badger Sett on the park site. Whilst Badgers forage the area of the site access the

actual sett is located some 110m distant from the proposed access and sufficiently distant from the ground works so as to not impact upon the subterranean chambers of the sett. Foraging would be expected to continue once the access works are complete.

18. Whilst the hedging to the park boundary is unremarkable and of no particular ecological merit, the Council's arboricultural officer expresses concern at the need to secure the Oak tree in the hedge line 25 - 32m south west of the proposed access. The position of this tree would foul the parallel visibility splay required but works to the lower trunk area freeing up general visibility would allow retention of this tree in isolation from the hedgerow. Conditions are required to the grant of permission to ensure retention of this tree.

Impact on the amenity of nearby occupiers

19. The proposed access would serve the existing park site and circular roads serving the increased number of Park Homes and Holiday Homes establishing on the site. Whilst the existing access functions well, a second alternative access would help operationally to disperse traffic into the site and the activity would not be discernable above the activity to the Kingsmans Farm Road generally or within the site given the increase in intensity of park homes now present and to be built in future.

Consultations and Representations:

20. HULLBRIDGE PARISH COUNCIL: Object on the basis it is a dangerous location as proposed entrance is on a short stretch between two bends. The proposal would disturb existing badger setts
21. ESSEX COUNTY COUNCIL HIGHWAYS:

Although the national speed limit applies on this de-restricted road, due to the alignment of the carriageway, the vehicle speeds along this section of Kingsmans Farm Road are considered to be low, therefore;
22. From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority subject to the following conditions:
 1. There shall be no obstruction above ground level within a 2 metres wide parallel band visibility splay as measured from and along the nearside edge of the carriageway across the entire site frontage from the eastern site boundary adjacent to the proposed access in a south westerly direction along Kingsmans Farm Road and around the first bend in the carriageway, as shown in principle on the planning application drawing number 6800-132. Such vehicular visibility splays shall be provided before the access is first used by vehicular traffic and retained free of any obstruction at all times.

Reason: To provide adequate inter-visibility between the pedestrian and users of

access and the existing public highway for the safety and convenience of the users of the highway and access having regard safety in accordance with policy DM1.

2. Prior to occupation of the development, the new vehicular access to the Holiday Park as shown in principle on the planning application drawing number 6800-132, shall be constructed at right angles to the existing carriageway. The width of the access at the junction with the highway shall not be less than 5.5 metres and shall be provided with 2 x 6m kerbed radii and shall be provided with an appropriate crossing of the highway verge and ditch.

Reason: To ensure that vehicles can enter and leave the highway in a controlled manner in the interest of highway safety in accordance with policy DM1.

3. Prior to the access being constructed the ditch beneath the proposed access shall be piped or bridged and retained at all times as approved in writing by the Local Planning Authority.

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.

4. 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.

5. 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.

23. ENVIRONMENT AGENCY:

We have reviewed the information submitted and wish to raise a holding objection as insufficient information has been submitted in support of the proposal. Please see our detailed comments below.

Flood Defence Consent

24. We understand the proposal is to construct a culvert within a section of Kingsmans Farm Ditch, a main river. Under the terms of the Water

Resources Act 1991, the prior written consent of the Environment Agency is required for any proposed works or structures, in, under, over or within 9 metres of the top of the bank/foreshore of a designated 'main river'.

25. Based on the information submitted at this time, the Environment Agency would be unlikely to grant Flood Defence Consent for the proposed works. We are raising a holding objection on this basis.
26. The proposed development design is currently unacceptable because:
 1. We have a policy statement against the culverting of watercourses and insufficient information has been submitted to demonstrate that there is no reasonably practicable alternative to the culvert.
 2. The design drawing submitted lacks sufficient detail.

Overcoming our Objection

27. The applicant can overcome our objection by submitting further information, including foundation design and pipe diameter. Reasonable justification for the culvert should also be provided. It must also be demonstrated that the proposed culvert will not increase flood risk elsewhere.
28. We recommend the applicant contacts us for Flood Defence Consent pre-application discussions.

Technical Explanation

29. We are generally opposed to the culverting of watercourses because of the adverse ecological, flood risk, human safety and aesthetic impacts. Watercourses are important linear features of the landscape and should be maintained as continuous corridors to maximise their benefits to society.
30. We will consider each application to culvert a watercourse on its own merits and in accordance with our risk-based approach to permitting. We will only approve a culvert if there is no reasonably practicable alternative, or if we think the detrimental effects would be so minor that a more costly alternative would not be justified. In all cases where it is appropriate to do so, applicants must provide adequate mitigation measures, accept sole ownership and responsibility for future maintenance. This may also include the provision of CCTV survey.
31. We will actively pursue the restoration of culverted watercourses to open channels. We would prefer an alternative such as a clear-span bridge instead of a culvert at this location. If the applicant can provide reasons why only a culvert is a practical solution in this instance, we may require a box culvert to ensure minimal loss to channel capacity.

Water Framework Directive Compliance Assessment

- 32. The Water Framework Directive (WFD) is a European directive that imposes legal requirements to protect and improve the water environment. Physical works that occur in and around rivers could potentially conflict with these legal requirements and/or cause harm to the water environment.
- 33. Each water body has an objective to achieve 'good status' and to protect the waterbody by preventing deterioration in its status. Good status is made up of ecological and chemical components. The Environment Agency must secure compliance with the requirements of the WFD and meet its other environmental duties when undertaking physical works in rivers and issuing consents/licences for others to do so. No WFD Compliance Assessment has currently been submitted in support of this application, therefore we are raising a holding objection.

Overcoming our Objection

- 34. The applicant can overcome our objection by submitted a completed WFD Compliance Assessment form.

Technical Explanation

- 35. As stated above, we have a policy statement against culverting, which this would be in contravention of, assuming there are no reasonable or practical alternatives. Culverting poses a significant risk to the ecology of a watercourse (in most cases). Kingsmans Farm Ditch is designated as heavily modified and any culverting activity is only likely to further compromise the waterbody's morphological condition.
- 36. A clear-span bridge that does not impact upon the bed substrate or banks of the river would be preferable. However, if a culvert is the only practicable solution at this location we may require The applicant to offset the impact of the culvert on the ecological status of the watercourse. We suggest some enhancements to the channel around the culvert in line with the results of any WFD assessment.

The WFD Compliance Assessment will also need to be submitted in support of the Flood Defence Consent Application.

- 37. Should the above objections be overcome, we also have the following advice to offer.

Protected Species

- 38. The trees to be removed may also have potential for nesting birds and roosting bats, we suggest a survey of the trees by a qualified ecologist

before works commence. Water voles may also be present in the banks to be lost to culverting, we strongly suggest that a survey is made of the culvert location to ensure water voles are absent before works commence.

Revised Consultation reply

39. We are now in a position to remove our objection to the planning application. The letter to us: 14 July 2016, 33682 provides an explanation of why it is not viable to construct a clear span bridge, as there is insufficient distance between the watercourse and the highway to deal with the change in vertical alignment between a clear span bridge and the highway. The applicant has proven that culverting is the only practicable alternative to create an access at this location. The manning's equation calculation by Peter Brett Associates LLP, 33682, shows that the channel has a capacity of 2.89m³/s. The culvert has a capacity of 2.84m³/s.
40. The flow estimates technical note by PBA shows a discharge rate of 2.01m³/s, for the flow estimates in the for the 100 plus 35% climate change and states that the culvert has the capacity to hold the flood water in the channel in this event as the capacity is larger than the estimated flows in this event and will not have a detrimental effect on flood risk in this event.

Environmental Permit for Flood Risk Activities

41. The applicant will need an environmental permit for culverting and realigning the watercourse as these are flood risk activities. Application forms and further information can be found at:
<https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>. Anyone carrying out these activities without a permit where one is required, is breaking the law.

Please note that as the works involve realigning the watercourse more detail will need to be provided with the permit application. A design drawing showing the changes to the alignment of the main river will be needed.

The applicant will need to provide a method statement detailing how all the works are planned to be put in place and any necessary mitigation measures to reduce the risk of pollution from the works.

42. The applicant has also satisfied our concerns over water voles and the Water Framework Directive.
43. ROCHFORD DISTRICT COUNCIL ARBORICULTURAL AND WOODLAND OFFICER:

The planning proposal will involve the removal of a group of Leyland cypress and hedgerow/scrub vegetation to allow the construction and visibility sight splays. To establish the visibility sight splays, tree works are likely to be

required to 1 Oak located around 25-30m south of the proposed access. This particular tree is an attractive tree and forms part of the tree based amenity along this particular road.

44. I would recommend the following by way of conditions of any planning consent issued.

TREE1 - Tree Protection

45. No development or any preliminary groundworks shall take place until:
- a. All trees to be retained during the construction works have been protected by fencing of the 'HERAS' type or similar. The fencing shall be erected around the trees and positioned in accordance with British Standard 5837:2012, and;
 - b. All weather notices prohibiting accesses have been erected on the fencing demarcating a construction exclusion zone as detailed in BS5837:2012 section 6.
 - c) A schedule of tree works for all the retained trees specifying pruning and other remedial or preventative work has been supplied and approved by RDC. All tree works shall be carried out in accordance with BS3998:2010.

TREE Root Protection Area

46. No works should be carried out within the Root Protection Area (RPA) unless provisions are made in a site specific arboricultural method statement and subsequently approved by RDC.
47. NEIGHBOUR REPRESENTATIONS: 6 representations have been received from the following addresses:
48. Kingsmans Farm Road: 14, 17 "Crouch End" "Even Keel" 1 Shangri – la West , 26 Shangri – la West.
49. And which in the main make the following comments and objections:
- This just cannot happen as Kingsman Farm Road cannot cope with all this extra traffic. Let all the traffic go through the current entrance.
 - Why should we put up all this extra traffic.
 - It is also a very dangerous corner and traffic comes around this corner way to fast. Not sure where the Highways Agency get this is a slow traffic area?? Clearly not aware of all the issues we have on this corner.
 - This is a very narrow bendy road with poor visibility. It is badly lit and there are no pavements.
 - The particular area is question suffers every year from flooding with water flowing like a river from Long Lane across the road and along Kingsmans

Farm Road with additional rainwater cascading off the fields opposite adding to the floodwater which the ditch and watercourse (often blocked at corner of Long Lane and along Kingsmans Farm Road) cannot cope with!!

- This proposed access into the caravan site would add to the congestion frequently experienced by the residents living along Kingsmans Farm Road caused by the movement of caravans every day and boat deliveries on trailers and low loaders to and from Brandy Hole.
- There are also Badgers resident along this section of the caravan site.
- No access should be allowed to a private road by a commercial business. The current access more than serves the site and has done for a long while. Perhaps the applicant should consider changing the internal roads as Kingsman Farm Road cannot take this extra traffic and why should the local residents of Kingsman Farm Road be put through what will be exceptional disruption.
- There is no way any access can be given to Kingsman Farm Road the area cannot take anymore traffic. The current access is more than enough for the site and has been adequate for many years even when the site have more caravans on it than it has today.
- Just because the residents on the site don't like the extra traffic the over development of the site and the extra traffic, why should the residents over Kingsmans Farm Road, which is on the green belt, suffer for commercial benefits.
- The proposed entrance and exit to Pooles Lane from Halcyon Park appears to join Pooles Lane at the boundary with Shangri-la West Caravan Park. This proposed new entrance will be situated adjacent and directly behind Shangri-la West, virtually touching the boundary fence. The location of this proposed entrance will cause many safety issues as Pooles lane at this point is both narrow and is partially obscured due to the bend in the road. The safety aspect to particularly exiting from the proposed site entrance is potentially dangerous.
- It is to be noted that Shangri-la West Caravan Park is a residential site, and as such is populated on the whole by people who are retired, and as such are mostly content with a measure of peace and quiet. Holidaymakers will, by the nature of being on holiday, be rightly noisy. This will cause possible conflict with my neighbours and myself due to the very close proximity to my home.
- I have seen 1 serious accident in this exact spot since moving in (July 2013) Police and Ambulance attended... and a large number of near misses, because the lane is so narrow and winding.
- I have a perfect view from the lounge window and also hear the cars, vans, lorries driving down the lane too quickly and then having to brake heavily.
- Too many people drive down the lane far too fast and many are local residents, who should know better. Women and children use the lane walking to the local school and are always at risk. Any increase in traffic coming to use this new entrance / exit is not acceptable. There is already a perfectly good entrance / exit in Pooles Lane.

- The left hand bend just after the existing entrance / exit is another dangerous corner because drivers do not go around the bend they cut across it, normally when leaving the Kingsman's Farm Road onto Pooles Lane heading for Hullbridge Village, mistakenly expecting the way ahead to always be clear.
- I have on a number of occasions been forced to take avoiding action which is not easy as there is a drainage ditch emerging from under the road on that corner, and also a badger sett which is located somewhere on or near that corner. I often see the badgers when I leave for work in the early hours... both adults and cubs coming out of holes in the earth bank behind the ditch and crossing the road, which will also be at risk from the increased traffic flow which will inevitably be the result of this planning application being approved.
- I am not motivated to object because of the closeness of the proposed new entrance / exit to my property, because there is adequate hedging and protected Poplar trees screening the area.

50. Four letters have been received from the following addresses;

Halcyon Park: 41, 50, 94, 112.

51. and which in the main make her following comments in support of the application:

- Note this application is still pending. if the application has not been actioned by the anniversary date will it have to be resubmitted ?
- Would like the entrance to be further down Pooles Lane and not the entrance to our homes.
- This as you know is an over 50's retirement park and should holiday homes be granted, we feel they must be away from our homes.
- As a Halcyon Park residents my wife and I were very disappointed to learn of the holiday home development as we came here to retire on what was described as a "prestige retirement park for the over 50s". We strongly support the new road plan because if we were subjected to untold years of construction and home delivery traffic continually rumbling past our door, our lives would be severely blighted as a direct result of noise, dirt and pollution impacting adversely on our quality of life. We would also have the prospect of holidaymakers using our park as a thoroughfare and we firmly believe this will impact on our property value. Whilst we would prefer that the holiday development did not take place at all, the road proposal is therefore our preferred option in this case.
- This proposed new entry would enable the Holiday section to be kept separate from the Residential Park, this is very essential as we have all thus far purchased residential homes for the over 50s and as you can understand we fiercely want to keep it this way for several reasons;
- It would be impossible to have a mix of Residential and holiday homes as this would devalue the homes currently on the park and make a nonsense

- of the over 50s living concept. This is why we need to see both parts in complete separation.
- This Park was sold as an over 50s concept and priced accordingly with some homes costing over £250,000.
 - We were told of the planning issues to extend the residential part and hence planning was granted under holiday home status. I am very concerned that no one looked at the implications of this on the residence and potential devaluation of our property and blighting of our homes and why was this separation not addressed at the point of you giving consent for these holiday homes.
 - I understand the current situation with Berkley homes however they and the planning department need to understand this Holiday Home consent would only be viable if you give the appropriate consent for the new entrance as it would be impossible to live on a park with such a mixture of ages and residential and non residential/holiday status.
 - The only practical outcome would be to grant the new entrance to enable the residents of Halcyon the separation of the two sections of the park and for us to continue to live within a semi retirement living park of which at least 90% of residents are already in retirement.
 - Berkley Homes have had discussions with the representatives of the Halcyon Residents Association and we have put forward our concerns if this new roadway does not go ahead, they are in agreement with us that the two sections of the park require to have separation.
 - Can I point out that we do not live on a caravan site if we wanted to live like Gipsys then we could have spent a lot less than £200,000+ for the privilege.
 - A number of planning comments have referred to this park as a caravan site is it not time we get the appropriate title of Residential Park Homes.
 - I can only commend Berkley homes for their dilligence in this matter and their understanding of the residents feelings, both they and Halcyon residents need to see the granting of this application.
 - Lastly would it be possible for me to speak in favour at the planning meeting.
52. In addition to the above a petition of thirty one signatures has been received from residents of the park which makes the following comments in support of the application:
53. Halcyon Park is presently a residential retirement park for the over 50's owned by Berkeleyparks. Due to Rochford Council refusing permission to erect more residential homes Berkeleyparks have had plans passed to erect holiday homes instead with no age restriction. Mixing holiday homes with residential is not the premise that residents bought their homes under. At the very least, the proposed new entrance should be allowed so that holiday traffic has separate access and not through the main park entrance and residential area, greatly disturbing what should be a peaceful retirement park.

54. We the undersigned residents of Halcyon Park strongly recommend that the proposed new entrance in Kingsmans Lane be allowed.

APPROVE

- 1) SC4B – Time Limits Full – Standard
- 2) The development hereby permitted shall not be carried out other than in accordance with the approved plans listed below:

Drg. No. 6800-131 New Access Location Plan

Drg. no. 6800-132 New Access Proposals Details
- 3) There shall be no obstruction above ground level within a 2 metres wide parallel band visibility splay as measured from and along the nearside edge of the carriageway across the entire site frontage from the eastern site boundary adjacent to the proposed access in a south westerly direction along Kingsmans Farm Road and around the first bend in the carriageway, as shown in principle on the planning application drawing number 6800-132. Such vehicular visibility splays shall be provided before the access is first used by vehicular traffic and retained free of any obstruction at all times.
- 4) Prior to occupation of the development, the new vehicular access to the Holiday Park as shown in principle on the planning application drawing number 6800-132, shall be constructed at right angles to the existing carriageway. The width of the access at the junction with the highway shall not be less than 5.5 metres and shall be provided with 2 x 6m kerbed radii and shall be provided with an appropriate crossing of the highway verge and ditch.
- 5) Prior to the access being constructed the ditch beneath the proposed access shall be piped or bridged and retained at all times as approved in writing by the Local Planning Authority.
- 6) No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.
- 7) 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.
- 8) No development or any preliminary groundworks shall take place until:
 - a. All trees in the vicinity of the site works to be retained during the construction works have been protected by fencing of the 'HERAS'

type or similar. The fencing shall be erected around the trees and positioned in accordance with British Standard 5837:2012, and;

- b. All weather notices prohibiting accesses have been erected on the fencing demarcating a construction exclusion zone as detailed in BS5837:2012 section 6.
 - c. A schedule of tree works for all the retained trees specifying pruning and other remedial or preventative work has been submitted to and approved by the Local Planning Authority. All tree works shall be carried out in accordance with BS3998:2010.
- 9) No works shall be carried out within the Root Protection Area (RPA) of the existing Oak Tree located in the park hedge line 25 – 30m south west of the access proposed unless provisions are made in a site specific arboricultural method statement to be submitted to and agreed in writing by the Local Planning Authority.

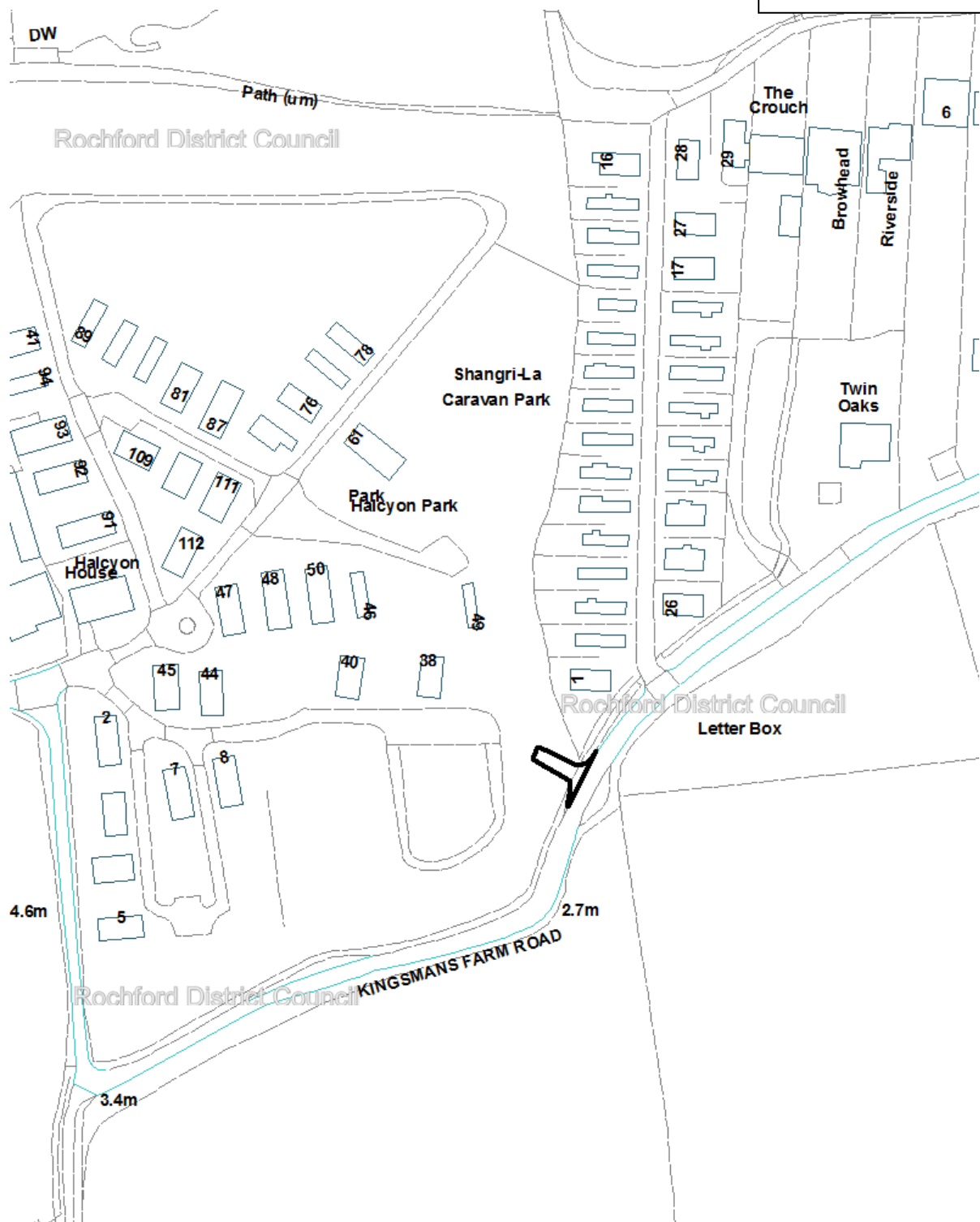
Relevant Development Plan Policies and Proposals:

Rochford District Council Local Development Framework Allocations Plan Adopted February 2014.

The local Ward Member(s) for the above application are Cllr Mrs D Hoy Cllr M Hoy Cllr S A Wilson

Appendix 2

15/00244/FUL



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