

---

**18/00124/FUL****LAND BETWEEN WINDERMERE AVENUE, MALYONS LANE AND LOWER ROAD, HULLBRIDGE****APPLICATION FOR REMOVAL OF CONDITION NO. 38 (BRIDLEWAY) ATTACHED TO APPROVED APPLICATION REFERENCE 14/00813/OUT**

**APPLICANT: BARRATT DAVID WILSON HOMES (EASTERN COUNTIES)**

**ZONING: SETTLEMENT EXTENSION RESIDENTIAL LAND ALLOCATION SER6A AND SER6B**

**PARISH: HULLBRIDGE**

**WARD: HULLBRIDGE**

**1 PLANNING APPLICATION DETAILS**

- 1.1 The application site is around 21.79ha and is south-west of the existing built up area of Hullbridge, bounded by Windermere Avenue to the north and extending down to Lower Road to the south. The application deals with the matter of bridleway provision only. The principle of the residential development and other matters are not open for consideration, as these were dealt with under an outline planning permission granted under 14/00813/OUT for 500 dwellings together with associated access, car parking, landscaping, open space and related works.
- 1.2 The site is currently farmland, formerly in use for grazing and hay making, and divided into fields of varying size, each broadly rectangular in shape, bounded by well kept hedges and fencing. To the middle part of the site exists a group of farm buildings accessed from Malyons Lane. The application site includes the farmhouse to be retained. The application site shows the bungalow to the east of the envelope of buildings “Little Malyons” to be re-developed. The more recent bungalow “The New Bungalow” located on the north eastern edge of the farm building complex is shown excluded from the site. Effectively the development would develop around this bungalow to be retained. The farm is now vacated and the site boundaries and the group of buildings are contained by mesh security fencing. The hedgerow and trees to the southern

boundary with Hullbridge Road were removed in February this year ahead of the bird nesting season.

- 1.3 Within the envelope of farm buildings are four telecommunications masts.
- 1.4 The site slopes down hill from Windermere Avenue to the north down to Lower Road at the southern edge of the site. The topography of the site varies from its highest point at some 22 metres *Above Ordnance Datum (AOD)* in the northern part of the site to the lowest point at some 5 metres AOD towards the southern boundary of the site with Lower Road.
- 1.5 This southern boundary of the site is now open with a shallow ditch.
- 1.6 A group of trees located in the verge along Windermere Avenue just outside the northern boundary of the site comprising one field maple, Two oaks and six hawthorn trees are the subject of Tree Preservation Order TPO/00006/07.
- 1.7 The site is crossed west to east by public footpaths 2 and 7, which extend from Malyons Lane through the farm buildings area westwards to Highlands Road.
- 1.8 The majority of the site falls within the parish of Hullbridge. Two areas of the application site south-west and north-west of the envelope of farm buildings are sited within the parish of Rawreth. The administrative area for Rayleigh Town Council extends west of Hullbridge Road as far as the junction with Watery Lane to within 40m of the south west corner of the application site.
- 1.9 Following the adoption of the Allocations Plan in February 2014 the application site is allocated for residential development under policy SER6a and SER 6b as an extension to the settlement of Hullbridge.
- 1.10 The site has outline planning permission for 500 dwellings, as approved on 18 January 2017 under application reference 14/00813/OUT. The application permission is subject to a number of planning conditions and is also tied to a legal agreement to provide infrastructure and mitigation arising from the impact of the development.

Condition 38 to the outline permission requires the submission of details for the provision of a bridle path and landscaping around the overall site as part of the submitted reserved matters and reads as follows:

“38. The reserved matters referred to in condition 1 above shall include the submission of details for the provision of a bridle path and landscaping to be provided around the overall site to which the development relates. The development shall be implemented in accordance with such details as may be approved.

REASON: To ensure the provision of a bridleway to enhance and integrate the development and public open spaces into the bridleway and local highway network in accordance with policy SER 6 – South West Hullbridge to the

Rochford District Council Local Development Framework Allocations Document 2014.

- 1.11 This application is made under Section 73 of the Town and Country Planning Act 1990 for a new planning permission to delete condition 38 and no longer require the applicants to provide the bridleway as part of the planning permission.
- 1.12 Other aspects of the development, other than the matter of the bridleway provision, including the principle of the development, are not open for consideration. Should it be determined that the application is acceptable, a new planning permission would be issued with a revised list of conditions omitting condition 38. Any outstanding planning conditions would be re-imposed. The Local Planning Authority can also consider whether other conditions or an alternative should be imposed, but only where necessary in relation to the bridleway issue to which this application relates.
- 1.13 If the application is approved a decision notice describing the new permission will be issued, setting out all of the conditions related to it. To assist with clarity decision notices for the grant of planning permission under section 73 should also repeat the relevant conditions from the original planning permission, unless they have already been discharged.
- 1.14 If the application is refused the original planning permission will still be retained.

## **2 RELEVANT PLANNING HISTORY**

- 2.1 The site excludes an area to the north western corner of the allocation that was the subject of an outline application for 18 No. houses, including siting and access. Permission was refused for reasons of Green Belt, inadequate unmade highway network serving the site, on street parking, inadequate garden, lack of social infrastructure and to a layout out of character with Windermere Avenue on 8 August 2005 under application reference 05/00400/OUT.
- 2.2 The site includes part of the allocation and site that was the subject of an outline application for 14 No. houses refused permission for reasons of Green Belt, Coastal Protection Belt, too low density and inadequate unmade highway network serving the site, on 12 June 2007, under application reference 07/00132/OUT. This pre-dated the current allocation for residential purposes. The more recent history is set out below:
- 2.3 Application No. 14/00813/OUT  
Outline application for the development of 500 dwellings, together with associated access, car parking, landscaping, open space and related works.

Permission granted 18 January 2017.

**2.4 Application No. 18/00135/REM**

Application for reserved matters (in respect of layout, scale, design, external appearance, access (save for access points to the site as shown on the approved parameters plan) and landscaping in relation to the outline application permission 14/00813/OUT at land between Windermere Avenue, Malyons Lane and Lower Road, Hullbridge for the development of 500 dwellings together with associated access, car parking, landscaping, open space and related works.

Application pending consideration and the subject of a separate report to this meeting of the Committee.

**2.5 Application No. 18/00124 / FUL**

Application for removal of condition no.38 (bridleway) attached to approved application reference 14/00813/OUT.

This application is the subject of this report.

**2.6 Application No. 18/00126/ FUL**

Variation of conditions 4 (approved plans) and 8 (roundabout) attached to approved application reference 14/00813/OUT.

Application pending consideration and the subject of a separate report to this meeting of the Committee.

**3 CONSULTATIONS AND REPRESENTATIONS**

**3.1 Neighbour Representations**

Fifteen letters/replies have been received from the following addresses:

Church Road (Basildon): 65 (two letters)

Ferry Road: 39, 81, 164, 167, 201

Hedgehope Avenue: 2

Highlands Road: "Pickerels Farm"

Horkesley Road (Colchester): 2

Lower Road: 108

Philbrick Crescent: 69

Pollards Close: 24

Seamer Road (Southminster): "Ostler House"

and one unaddressed mail.

3.2 and which in the main make the following comments and objections:

- The area being built is on a former livery stable. A loss of stables for horses. Removing the bridgeway without providing a replacement will mean horses having to use public highways putting rider and animal at greater risk.
- The safety of horse riders who will be impacted on as being close to the locality of this development should not be brushed aside. There are a number of livery yards and therefore horse riders regularly riding in Hullbridge. Our safety should be of importance.
- Hullbridge is a rural village and should be kept this way, including existing bridgeways and footpaths, hedgerows etc. The local roads are congested now and if these houses are built things are going to get worse. Horse riders use Lower Road a lot now at weekends and without bridgeways they will be forced onto busy and dangerous roads.
- Health, safety and well being for horse and riders should come first before stats. And greed.
- This bridgeway formed part of the original and agreed approval and should remain. There is a requirement for more safe bridgeways for leisure use by vulnerable groups such as pedestrians, cyclists and horse riders which this bridgeway will provide. The developers should not be permitted to their agreed obligation under the original planning approval.
- With an increase in housing there will be an increase in the number of cars on the roads in this area which will necessitate an increasing need to protect these vulnerable groups by means of new bridgeways, which will allow people to get beneficial exercise safely. Please do not allow the removal of this valuable asset to the local community and beyond.
- As a horse rider and cyclist it is more and more difficult to safely use the existing road networks due to increasing car numbers. Local authorities should ensure developers provide more bridgeways for the benefit of communities as a normal requirement for development applications and I hope that by doing so it will become the norm in the future and a valuable network will be created for the benefit of future generations.
- Reason for removal not evident from the web site. Bridgeways are key for getting vulnerable road users (pedestrians, cyclists, and horse riders) off the dangerous roads. Horse riders in particular should be protected in line with many policy documents written at the national and local levels (I am sure the EBA have furnished the Council with these already) but far from being protected, the proposal to remove this requirement will push vulnerable users back onto roads – or have the ultimate impacts of them

stopping their sport altogether, or having to travel to safe venues, adding to pollution and road congestion. Please reject this application.

- The route from Watery Lane to Hullbridge is regularly used by a significant amount of horse riders. There is a need to allow equine traffic to come away from the main road, especially as the new estate will create at least 1000 cars each day on that stretch of road. Once developed into a junction via a roundabout it will become more dangerous to negotiate into Hullbridge itself and it needs to be considered that it is likely that the new homes owners will not have come from a rural setting and not be used to passing horses on the roads.
- In recent years it has become more difficult to ride off road and there is a need for safe and regulated bridleways. The Council does provide for several over the district but unfortunately it is not possible to use them unless they are on your doorstep as there is no trailer or lorry access which is why it seems sensible to plan a track at this early stage rather than look at the problem later, after accidents occur (see pass wide and slow campaign alongside police advice).
- We need all the public space and access we can so horses can be ridden without going onto public roads.
- The bridleway relates to our family as our daughter (like many around the villages often rides) (owner of two horses) and bridleways are not available to use in many areas due to neglect or obstruction.
- Hopefully the one on Malyons will remain and be used by all the new residents as a nice green way. Therefore, object to the removal of the public right of way.
- Object strongly to the removal of the bridleway which will force more riders onto overly congested roads. Bridleways are important and needed. It's not like the new ones are being provided and existing ones must be protected at all costs.
- Would be grateful if you could advise of any healthcare services that may form part of the proposed development. I am the pharmacist for Ferry Road and am interested to know about any plans for future doctors surgeries so that I am well prepared and informed of how the local area can be best served by us in the future.
- The Council know that over 90%of the residents of Hullbridge objected to this building plan yet it has still gone ahead to the next and final stages of fulfilment. You send out the would be democratic blurb as if it matters, it is a sham.
- We the majority of people in Hullbridge do not want this development as you well know, yet you will still push it through, you really are a credit to your masters.

- 
- Local roads should be improved before any building takes place. Local roads are full of potholes which will be much worse when heavy traffic and large lorries use them once building starts.
  - We own a farm that shares a boundary on the eastern side of the new development. We currently have 35 horses stabled or grazing on the farm. We have the grazing for over 50 horses. The entrance to the farm is on Watery Lane.
  - Originally when the yard opened 70 years ago, riding was available through Watery Lane . In recent years the road has become busy. There is either a ditch or a steep bank on each side. It is very narrow and fast with blind bends. This will become even more busy with the new houses. Not only dangerous for riders and horses – cars cannot pass and riders would hold up the traffic.
  - We allow our riders to use the headlands (field edges) and if an entrance was provided from our fields into the new development the bridleway would provide a safe place to exercise horses. This would also provide a safe route into Hullbridge.
  - In Hullbridge there are many quiet back roads and unmade roads that interlink. These lead to two bridle ways, one on Long Lane which would provide another safe ride away from roads. Also there is Blountswood Lane which is another track with no vehicular use and leads to Hockley Woods. These paths go past many properties that stable horses and with other livery yards and these would also have great benefit from the proposed bridleway.
  - The bridleway off Rawreth Lane through Sweyne Park which is similar to the proposed bridleway is very popular for riders and used daily. It provides a safe place to exercise horses.
  - The new development is going to be built on what was originally land used for horses. Part was a livery yard and part for breeding horses. It would be a huge shame to get rid of the horses completely. The Council and government are always promoting the value of outside pursuits. Hullbridge should stay a semi- rural village. The development will be surrounded by farmland which will be its attraction. Unfortunately, grassland does not maintain itself. An income is necessary to maintain the hay making equipment. Horses provide an income but if there is no riding on one will keep a horse on the farm. Horses can graze alongside cattle, sheep and other farm animals as they do not provide a threat. They can also live alongside other wildlife such as foxes, birds and badgers as they are not threatened by them.
  - Please keep the bridleway in the application and allow us an entrance to provide the much needed safe riding that in turn leads on to further safe riding. This would help retain the surrounding Green Belt.

- 
- Insufficient drainage- This area regularly gets bouts of very wet weather and roads in the surrounding area have been flooded and impassable.
  - Loss of privacy/overlooking-The height of the apartment blocks at three storeys are too high and are not in keeping with surrounding properties. Neighbouring bungalows and houses will be overlooked by these imposing buildings and residents will not have the privacy within their homes and gardens which they currently enjoy. We have no buildings over 2.5 storeys currently in the village and they are not in keeping with the storey height of current buildings in the village.
  - Loss of view-The point at which the apartment blocks are located is the highest point in the village, this means that these blocks will be seen from all surrounding areas and will be a blight on our horizon to all residents of Hullbridge. Our lovely views will be blocked by these properties.
  - Overdevelopment - there are five blocks of flats within very close proximity of each other. This will mean that there is an overdevelopment of the area. This will have an impact of the neighbouring areas with regards to noise, traffic and light pollution to name but a few issues.
  - Parking-the apartment blocks must have sufficient parking for the residents, this will need to be at least 2 per apartment, allocation of less parking spaces that this will have an impact on parking in surrounding roads. Currently the roads in the village do not have any parking problems.
  - Poor layout/over development-five apartment blocks in close proximity is too much. There should be a green buffer zone between the current homes to the new ones. The apartment block at the end of Ambleside/Harrison Gardens backs directly onto properties on this road. Other areas of this development have been afforded a green buffer zone. There should be one here.
  - Traffic generation/access- If you look at google maps, Watery Lane gives a very good indication of how bad the traffic will be. Going in and out of Hullbridge now can be a nightmare. If 500 homes are to be built with at least 1000 cars added to our roads will make our roads an absolute nightmare. We will have gridlocked roads on a regular basis, which when you consider we are a village that only has one main road going through it (Ferry Road) and one road going toward Southend and one going toward Rayleigh, is totally unacceptable.
  - Other - Electrical power cuts are a regular occurrence. 500 more homes will only make this worse. What is being done to ensure that there is enough power for all of our homes.
  - Protection of wildlife-we have an abundance of wildlife in the area and in the Spring many unusual species come through the area. A red kite, which



is a protected species, was recently seen flying above our fields and gardens.

- Loss of trees and vegetation-trees and hedges in the development are key to the wildlife in the area. Especially the hedges which I understood were to remain as well as the trees with TPO status. Removing the hedges will without doubt have a substantial negative impact on the wildlife and birds in the area.

## MATERIAL PLANNING CONSIDERATIONS

- 3.3 Paragraph 3.163 (page 61) of the Council's Adopted Allocations Document requires amongst other things, that the site deliver link and enhancements to local pedestrian, cycling and bridleway network. The size of the site released from the Green Belt reflects the need to accommodate this and other requirements such as public open space alongside the quantum of housing. This requirement is part of the adopted development plan for the area and has to be given significant weight.
- 3.4 The outline planning permission granted under application 14/00813/OUT is subject to a legal agreement that secures the provision of public open space within the scheme and a financial contribution to the provision of the national cycle route 135. The agreement also requires the applicants to set up a scheme to fund the maintenance of the public open space, footways, bridle ways and cycle ways within the site should they not be adopted.
- 3.5 The current application seeks to remove condition 38 from the outline permission and thus remove the requirement to provide a bridle way on the site.
- 3.6 The applicants argue that the requirement did not form part of the outline application as submitted but arose from representations received on the outline application from the British Horse Society.
- 3.7 The applicants further argue that the site is relatively remote from the nearest bridleway (path No. 65) that is located along Vanderbilt Avenue and part of a wider network of connected plotland roads and bridleways between Hullbridge Road and Rawreth Lane.
- 3.8 The applicants further argue that the County Highway Authority objected to Bridleway provision to the allocation at Policy SER 1 Land north of London Road; as this was objected to by the County Highway Authority on the basis that it is County Council Policy from a maintenance and inspection perspective, not to accept any new urban bridleways within medium to large development sites. It is understood that the County Council also objected to the lack of connection (and thus link) to any equestrian accessible public rights of way.

- 3.9 These arguments were presented to Members in pre-application discussions prior to the submission of the formal application for reserved matters on the current site, and it was at that stage considered by Members that the bridleway was no longer justified and that a circulatory pedestrian footpath would have wider public benefit. Accordingly, the submitted reserved matters follow that outcome of those preliminary discussions.
- 3.10 The definitive footpath map shows the site to be currently crossed by a public footpath where there would be no right over which to ride horses. However, Long Lane to the eastern side of the Hullbridge settlement is a byway that connects Lower Road with Kingsmans Farm Road. Blountswood Road further east also connects Lower Road with Murrells Lane and Church Road beyond. Whilst it is correct that these byways are not connected to allow a continuous horse ride off main roads, they nevertheless provide areas away from the local main roads and connected by short runs of main roads or side streets over which horses are free to ride and giving a workable degree of connectivity between those off road areas. Furthermore, the Council has a circulatory route around the Sweyne Park public open space off Downhall Park Way which is successful despite not being linked directly to the bridleway network.
- 3.11 The bridleway to which condition 38 relates would allow for pedestrian and dog walking, and so would achieve those needs as well as the further provision for horse riding as required in the adopted allocations document. The maintenance would be provided for by the provisions of the legal agreement and so the fact that the County Highway Authority would be unlikely to adopt the bridleway would not prevent it being maintained.
- 3.12 The comments of the County Highway Authority are awaited at the time of writing, however, the requirement for the bridleway is part of the adopted Development Plan, and the site can deliver a length of bridlepath that can connect with side streets to other routes, including byways through which horses can pass lawfully.
- 3.13 The removal of condition 38 and the obligation upon the applicants to provide the bridlepath is not therefore justified. Bearing in mind the chronology of submissions with respect to reserved matters and the discharge of conditions outstanding, District officers consider that the requirements of condition 38 need to be re-provided in a new conditions 38A to allow the applicants to prepare and submit details for the provision of the bridlepath before the first house is occupied and that the bridlepath is subsequently provided as part of the completed development.

#### **Submission of details for bridle path**

38A) Prior to the first occupation of any dwelling, the applicants and / or site owners shall submit details to the Local Planning Authority for the provision of a bridle path and landscaping to be provided around the

overall site to which the development relates. The development shall be implemented in accordance with such details as may be approved.

REASON: To ensure the provision of a bridleway to enhance and integrate the development and public open spaces into the bridleway and local highway network in accord with Policy SER 6 – South West Hullbridge to the Rochford District Council – Local Development Framework Allocations Document 2014.

#### 4 CONCLUSION

- 4.1 Condition 38 of the outline planning permission requires the provision of a bridleway as part of the development and as required by the provisions of the adopted Development Plan. The bridleway, if provided on the application site, would add to the provision within the area of off-road riding availability. Whilst the site provision would not directly connect with or adjoin an existing bridleway. Nevertheless, this provision would add to the overall network of bridleways and byeways, connected by stretches of main roads or side streets, in the area; such that the on-site provision would add to provision in the area connected by routes lawfully available to riders and in doing so requirements of the adopted Development Plan would be achieved, which should not be set aside.
- 4.2 Whilst the revocation of condition 38 is found to be not acceptable, a revised condition to substitute the existing condition 38 is necessary to revise the framing and requirements of the details to be considered. This would then better reflect the current position following the submission and consideration of various reserved matters and matters of discharge of other outstanding conditions.
- 4.3 The grant of a new outline planning permission planning with revised condition 38A to achieve the provision of the bridleway is recommended.

#### 5 RECOMMENDATION

- 5.1 That the Committee resolves to **REFUSE** planning permission to delete condition 38, and to reaffirm its requirement in a revised condition 38A to require the submission of details and implementation of the approved bridleway details as set out in the officer report **SUBJECT TO THIS APPLICATION BEING INCORPORATED INTO THE EXISTING AGREEMENT UNDER SECTION 106 OF THE ACT** to the outline planning permission granted on 18<sup>th</sup> January 2017 under application reference 14/00813/OUT, and to the issuing of a revised outline decision notice reference 14/00813/OUT/B setting out the following conditions;

##### **Reserved Matters**

- 1) No development shall commence within any phase (Reserved Matters application site area) until plans and particulars showing precise details of the layout, scale, design and external appearance, access (save for access points to the site as shown on the approved Parameters Plan) and landscaping of the site, (herein after called the "Reserved Matters"), within the phase have been submitted to and approved in writing by the Local Planning Authority. All development at the site shall be carried out in accordance with the Reserved Matters' details approved.

REASON: Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990 (as amended) and to enable the local Planning Authority to secure an orderly and well designed development in accordance with the reserved matters details approved.

#### **Submission of Reserved Matters**

- 2) In the case of the reserved matters, application for the first residential reserved matters application for approval shall be made no later than the expiration of two years beginning with the date of this permission. Application for the approval of the remaining "Reserved Matters" referred to in Condition 1 above shall be made to the Local Planning Authority before the expiration of five years from the date of this planning permission. The development to which this permission relates must be begun not later than the expiration of two years from the final approval of the Reserved Matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

REASON: Required to be imposed pursuant to section 92 of the Town and Country Planning Act 1990 (As amended).

#### **Commencement**

- 3) The development to which this permission relates shall be commenced not later than the expiration of two years from the approval of the first reserved matter and the remainder of the development shall be begun not later than:-

- (i) the expiration of five years from the date of the grant of Outline Planning permission, or
- (ii) within five years of the approval of the reserved matters for the phase or, in the case of approval on different dates, the final approval of the last reserved matters to be approved.

REASON: Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990 (as amended)

**Approved Plans**

4A) The development hereby approved shall be constructed in strict accordance with the approved plans Drawing Number 101 date stamped 12.11.2014, F221-102, **H7485-3B-GA-1201 Rev. P6 and H7485- 3B- GA- 1202 Rev. P7**

REASON: For the avoidance of doubt and in the interests of clarity.

**Quantum of Development**

4) The site outlined red on Drawing No. 101 date stamped 12.11.2014 save for that part to the south western corner that falls within Flood Zone 3 shall accommodate no more than 500 dwellings in total.

REASON: To accord with Policy SER 6- South West Hullbridge to the Rochford District Council – Local Development Framework Allocations Document (2014)

**Submission of Public Realm Design Strategy for the whole site**

5) Prior to the submission of any Reserved Matters application, a public realm design strategy for the whole site, including details within different areas of proposed palettes of materials for surfaces, lighting, street furniture, street trees including species and grille details if proposed, signage and boundary treatments should be submitted to and agreed in writing by the Local Planning Authority. The Reserved Matters submissions should then accord with the approved public realm design strategy.

REASON: In order to secure a high standard of design of the public realm across the site as a whole.

**Submission of Design Brief prior to submission of reserved matters**

6) Prior to the submission of each application under the Reserved Matters, a Design Brief for that phase of the site to which the Reserved Matters application relates, shall be submitted to and approved in writing by the Local Planning Authority. The Design Brief shall include scaled plans and details of:-

a) Identification of distinctive character areas with details submitted in relation to each to incorporate details of items b) to o) below with regard to design principles contained within the Essex Design Guide 2005 and context of the site.

- b) The street hierarchy, including the principles of adopting highway infrastructure, and typical street cross-sections including relationships of new buildings to the street.
- c) How the design of the streets and spaces takes into account mobility and visually impaired users.
- d) Block principles to establish density and building typologies. In addition, design principles including primary frontages, pedestrian access points, fronts and backs and perimeter of building definition.
- e) Information about height, scale, form and building style, level and type of enclosure/boundary treatments, building materials and design features.
- f) Landmarks and legibility, vistas and views and types of spaces and their proposed use.
- g) Approach to parking and accommodating the car.
- h) Approach to provision of Sustainable Urban Drainage.
- i) The conceptual design and approach to the treatment of the public realm within the residentially developable area of the site to include materials, utilities and street furniture.
- j) Approach to incorporation of ancillary infrastructure such as pipes, vents, meter boxes etc, required by statutory undertakers.
- k) Details of the approach to cycle parking including distribution, type and design of storage facilities.
- l) Approach to the character and treatment of structural planting within the residentially developable area.
- m) Approach to the treatment of footpaths/footways within the residentially developable area.
- n) The conceptual design and approach to the lighting strategy.
- o) Details of measures to minimise opportunities for crime.

REASON: In order to control more closely the parameters for the working up of the detailed design to ensure the development of the site achieves a high standard of design, appropriate to the context of the site.

#### **Provision of site access roundabout**

8A) Prior to commencement of the development, the proposed site roundabout access on Lower Road shall be provided as shown in principle on Drawing Nos. **H7485-3B-GA-1201 Rev. P6 and H7485- 3B- GA- 1202 Rev. P7 by messrs. structa (as amended)** with clear to ground visibility splay. Such vehicular visibility splays shall be provided before the road junction is first used by vehicular traffic and retained free of any obstruction at all times.

REASON: To provide adequate inter-visibility between vehicles using the road junction and those in the existing public highway in the interest of highway safety in accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

**Provision of Malyons Lane Alteration / Works**

- 9) No more than 200 units shall be occupied from the Lower road junction until such time as the proposed secondary site vehicle access on Malyons lane is provided as shown in principle on CCE dwg F221-102.

REASON: To make adequate provision within the highway for additional traffic generated as a result of the proposed development and in the interest of highway safety in accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

**Submission of timescale for pedestrian and cycle access points**

- 10) Prior to commencement of the layout for the residential element of the new development approved details of and timescale for the provision of the proposed access for pedestrian/cyclists at The Priors, Harrison Gardens and Windermere Avenue shall be submitted to and agreed by the Local Planning Authority. The development shall be implemented in accordance with such details as may be agreed.

REASON: To make adequate provision within the highway for additional traffic generated and in the interests of reducing the need to travel by car and promoting sustainable development and transport in accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

**Pedestrian Visibility Splays**

- 11) Prior to occupation of each dwelling hereby approved 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 accesses serving the dwelling. 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.

REASON: To provide adequate inter-visibility between the users of the access and pedestrians in the adjoining public highway in the interest of highway safety in accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

**Gradient to parking access areas**

- 12) The gradient of the any proposed vehicular access/garage drive/hard standing shall be not steeper than 4% (1 in 25) for the first 6 metres from the highway boundary and not steeper than 8% (1 in 12.5) thereafter.

REASON: to ensure that vehicles can enter and leave the highway in a controlled manner in the interest of highway safety to ensure accordance with safety in accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

#### **Surface Water drainage details for parking areas**

- 13) Prior to the commencement of the layout for the residential element of the new 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.

REASON: To prevent hazards caused by water flowing onto the highway and to avoid the formation of ice on the highway in the interest of highway safety to ensure accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

#### **Additional Note:**

With reference to the above condition the applicants attention should be drawn to the recent alterations to householder "permitted development" in so far as there is now the need to provide a permeable solution (SUDS) for the hard standing to reduce the cumulative impact of surface water run off and overloading of sewers.

#### **Surface Water treatment of parking and access areas**

- 14) No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.

REASON: To avoid displacement of loose material onto the highway in the interests of highway safety in accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

#### **Construction Method Statement**

- 15) No development shall take place, including any ground works or demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved



Statement shall be adhered to throughout the construction period. The Statement shall provide for:-

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

REASON: To ensure that on-street parking of these vehicles in the adjoining streets does not occur and to ensure that loose materials and spoil are not brought out onto the highway in the interests of highway safety and Policy DM 1 of the Highway Authority's Development Management Policies February 2011.

PRE- COMMENCEMENT REASON: In order to mitigate the impact of the construction aspects of the development including demolition and site clearance activity , upon the highway network.

#### **Highway boundary planting set back**

- 16) Any new boundary planting shall be planted a minimum of 1 metre back from the highway boundary and any visibility splay.

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

#### **Parking space size**

- 17) Each vehicular parking space shall have minimum dimensions of 2.9 metres width x 5.5 metres depth.

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

#### **Garage space size**

- 18) All single garages should have a minimum internal measurement of 7m depth x 3m width, All double garages should have a minimum internal measurement of 7m depth x 5.5m width, All tandem garages should have minimum internal measurements of 12m depth x 3m width.

REASON: To encourage the use of garages for their intended purpose and to discourage on-street parking, in the interests of highway safety and in accordance with Policy DM8 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

#### **Non – Obstruction of Public Footpath**

19) The public's rights and ease of passage over public footpath No.7 shall be maintained free and unobstructed at all times.

REASON: To ensure the continued safe passage of the public on the definitive right of way and accessibility in accordance with Policies DM1 and DM11 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

#### **Submission of detailed drainage strategy**

20) Prior to the commencement of the layout for the residential element of the new development a detailed drainage strategy shall be submitted for approval to the local planning authority. Such details shall be based on the principles of Sustainable drainage, in line with the approved Flood Risk Assessment undertaken by Cannon Consulting Engineers referenced: CCE/F221/FRA-03 and dated October 2014 by this planning permission. The detailed drainage scheme should follow mitigation measures detailed within the FRA including:-

- o Limiting the discharge from the site to 3.5l/s/ha for all events up to the 1 in 100 year storm plus a 30%.
- o Provide attenuation storage (including locations on layout plan) for all storm events up to and including the 1:100 year storm event inclusive of climate change and urban creep.
- o Ensuring the appropriate level of treatment for all runoff leaving the site, in line with table 3.3 of the CIRIA SuDS guide.
- o Provide information about exceedance routes should be provided to indicate what route flows would take should a feature become blocked and cause surface water flooding.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

REASON: To prevent the increased risk of flooding, both onsite and offsite, and minimize the risk of pollution of surface water by ensuring the provision of a satisfactory means of surface water control and disposal during and after development.

**Submission of scheme to minimise surface water flooding from construction works**

21) Prior to the commencement of the layout for the residential element of the new development hereby approved a scheme to minimise the risk of offsite flooding caused by surface water run-off and groundwater during construction works shall be submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as may be approved.

**REASON:**

- The National Planning Policy Framework paragraph 103 states that local planning authorities should ensure flood risk is not increased elsewhere by development.
- Construction may lead to excess water being discharged from the site. If dewatering takes place to allow for construction to take place below groundwater level, this will cause additional water to be discharged. Furthermore the removal of topsoil's during construction may limit the ability of the site to intercept rainfall and may lead to increased runoff rates. To mitigate against increased flood risk to the surrounding area during construction therefore, there needs to be satisfactory storage of/disposal of surface water and groundwater which needs to be agreed before commencement of the development.

**Submission of surface water drainage management plan**

22) Prior to the commencement of the layout for the residential element of the new development the applicant shall submit to the Local Planning Authority a Maintenance Plan detailing the maintenance arrangements for the surface water drainage system. Such details shall include who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies.

**REASON:** To ensure appropriate maintenance arrangements are put in place to enable the surface water drainage system to function as intended to ensure mitigation against flood risk.

**Suds Maintenance logs**

23) The applicant shall keep yearly Maintenance Logs of maintenance undertaken to the surface water drainage system which should be carried out in accordance with any approved Maintenance Plan.

The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment undertaken by Cannon Consulting Engineers Referenced: CCE/F221/FRA-03 and dated October

2014 and the following mitigation measures detailed within the Flood Risk Assessment (FRA)

Finished ground floor levels shall be set no lower than 7.17 metres above Ordnance Datum (AOD); 300mm above the design 1% Annual Event Probability (AEP) flood level.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

REASON: To ensure the SuDS are maintained for the lifetime of the development as outlined in any approved Maintenance Plan and to reduce the risk of flooding to the proposed development and future occupants.

### **Archaeological**

24) Archaeological evaluation by trial trenching shall be undertaken prior to the submission of any detailed layout proposals, with a report submitted with the reserved matters application. This work shall be undertaken to the standards required and specified in an archaeological brief issued by the local planning authority acting through its historic environment advisors.

REASON: In the interests of protecting, preserving and recording archaeological assets.

25) An archaeological mitigation strategy detailing the excavation strategy shall be agreed with the local planning authority through its historic environment advisors and submitted with the reserved matters applications.

REASON: In the interests of protecting, preserving and recording archaeological assets.

26) No development or preliminary groundworks can commence until the satisfactory completion of fieldwork, as detailed in the mitigation strategy, and signed off by the local planning authority through its historic environment advisors.

REASON: In the interests of protecting, preserving and recording archaeological assets.

27) The applicant will submit to the local planning authority a post-excavation assessment (to be submitted within six months of the completion of fieldwork, unless otherwise agreed in advance with the Planning Authority). This will result in the completion of post-excavation analysis, preparation of a full site archive and report ready for deposition at a

registered museum, and submission of a publication report (to be completed within two years of the completion of fieldwork, unless otherwise agreed in advance with the Planning Authority, through its historic environment advisors )."

REASON: In the interests of protecting, preserving and recording archaeological assets.

### **Control over imported fill material (contamination)**

28) Prior to the importation of any material brought onto the site for use as subsoil, topsoil or backfill, a compliance certificate for that material proposed to be imported to the site shall be submitted to and agreed in writing by the Local Planning Authority.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy ENV11 of the Rochford District Council Local Development Framework adopted Core Strategy 2011.

### **Contamination**

29) In the event that contaminated material or asbestos is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the following requirements and a report submitted to and approved in writing by the Local Planning Authority to include:-

- (i) a survey of the extent, scale and nature of contamination
- (ii) an assessment of the potential risks to:-
  - o human health,
  - o property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
  - o adjoining land,
  - o groundwaters and surface waters,
  - o ecological systems,
  - o archaeological sites and ancient monuments;
- (iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11' and the Essex Contaminated Land Consortium's 'Land Affected by Contamination: Technical Guidance for Applicants and Developers'.

Where remediation is necessary a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works and must complete the remediation works in accordance with the scheme approved. Following completion of measures identified in the approved remediation scheme a verification report that demonstrates the effectiveness of the remediation carried out must be submitted to the Local Planning Authority and approved in writing by the Local Planning Authority.

Prior to occupation of any property hereby permitted the developer shall submit to the Local Planning Authority a signed certificate to confirm that the remediation works have been completed in accordance with the documents and plans detailed in the approved remediation scheme.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and to ensure that the development can be carried out safely without unacceptable risks to workers , neighbours and other offsite receptors in accordance with policy ENV11 of the Rochford District Council Local Development Framework adopted Core Strategy 2011.

### **Submission and implementation of landscaping details**

**30)** The development shall provide a minimum of 6.2 hectares of strategic open space or localised and landscaping within the site. Details of the proposed hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include (where applicable) details and plans (at an appropriate scale) of:-

- o Schedule of species, size, density and spacing of all trees, shrubs and hedgerows to be planted.
- o Grassland areas and the use of grassland seed mixes in these;
- o A full plan (to scale) that clearly shows the locations of new trees to be planted including planting method statement and after care plan;
- o Existing trees to be retained;
- o Provision of bird and bat boxes;

- o Areas to be grass seeded or turfed, including cultivation and other operations associated with plant and grass establishment;
- o A long-term maintenance schedule and specifications including timetable for monitoring and maintenance;
- o Location and material details of paved or otherwise hard surfaced areas/paths within the public open space;
- o Long-term design objectives in respect of the public open space area;
- o Location of lighting including details of lighting to be installed which shall be low pressure sodium lighting at levels kept as low as possible (between 1 and 3 lux where possible), directed to where it is needed, away from hedgerows with lighting columns kept as short as possible (ideally 3 metres or less).
- o Means of enclosure and other boundary treatment including materials to be used and location of these shown on a plan;
- o Minor artefacts and structures (e.g. benches, bins, signs etc.)
- o Surfacing to provide cycling, walking and bridleway routes.

The soft landscaping agreed within the residentially developable areas shall be planted/provided in its entirety during the first planting season (October to March inclusive) following commencement of the development within the phase (Reserved Matters application site area) to which the landscaping relates or in any other such phased arrangement as may be agreed in writing by the Local Planning Authority. Any tree, shrub or hedge plant (including replacement plants) removed, uprooted, destroyed, or be caused to die, or become seriously damaged or defective, within five years of planting, shall be replaced by the developer(s) or their successors in title, with species of the same type, size and in the same location as those removed, in the first available planting season following removal. The hard landscaping within the residentially developable areas as agreed shall be completed in accordance with a phased arrangement to be submitted and agreed in writing by the Local Planning Authority or prior to final occupation within the phase whichever is earlier and retained in the approved form.

REASON: To enable the Local Planning Authority to retain adequate control over the landscaping of the site and ensure ecological value in the interests of amenity and in the interests of preservation and enhancement of habitat for foraging bats and birds. To ensure that compensatory tree / hedge planting is provided to compensate for loss of existing as required by Policy DM25 to the Rochford District Council Local Development Framework Development Management Plan (2014).

#### **Protection of existing trees**

31) Prior to commencement of development within each phase (Reserved Matters application) a scheme for the protection of trees/hedgerows to be retained within or immediately adjacent to the site associated with that phase shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include;

- 
- a. A plan that shows the accurate position, crown spread and root protection area in accordance with paragraph 5.2.2 of BS5837 of every retained tree on the site and on neighbouring or nearby ground to the site. The accurate positions of all trees to be removed shall also be indicated on the plan.
  - b. Details of each retained tree in a separate schedule in accordance with paragraph 4.2.6 of BS5837.
  - c. A schedule of tree works for all the retained trees specifying pruning and other remedial or preventative work. All tree works shall be carried out in accordance with BS3998, 1989, 'Recommendations for Tree Work'.
  - d. Details and positions of the Ground Protection Zones in accordance with section 9.3 of BS5837.
  - e. Details and positions of Tree Protection Barriers.
  - f. Details and positions of the Construction Exclusion Zones in accordance with section 9 of BS5837.
  - g. Details and positions of the underground service runs in accordance with section 1 1.7 of BS5837.
  - h. Details of any changes in levels or the position of any proposed excavations within 5 metres of the Root Protection Area of any retained tree, including those on neighbouring or nearby ground in accordance with paragraph 5.2.2 of BS5837.
  - i. Details of any special engineering required to accommodate the protection of retained trees (e.g. in connection with foundations, bridging, water features, surfacing) in accordance with section 10 of BS5837.
  - j. Details of the working methods to be employed for the installation of drives and paths within the RPAs of retained trees in accordance with the principles of "No-Dig" construction. Details of the working methods to be employed for the access and use of heavy, large, difficult to manoeuvre plant (including cranes and their loads, dredging machinery, concrete pumps, piling rigs, etc) on site.
  - k. Details of the working methods to be employed for site logistics and storage, including an allowance for slopes, water courses and enclosures, with particular regard to ground compaction and phytotoxicity. Details of the method to be employed for the stationing, use and removal of site cabins within any root protection areas in accordance with paragraph 9.2.3 of BS5837.
  - m. Details of tree protection measures for the hard landscaping phase in accordance with sections 13 and 14 of BS5837.
  - n. The timing of the various phases of the works or development in the context of the tree protection measures.
- Development shall proceed in accordance with the approved tree protection scheme with the agreed Tree Protection Barriers erected prior to commencement of development within the phase to which they relate and will remain in place, and undamaged for the duration of construction within that phase.

**REASON:** To ensure that retained trees are protected from damage in the interests of visual amenity required by Policy DM25 to the Rochford District



Council Local Development Framework Development Management Plan (2014).

PRE-COMMENCEMENT REASON: To ensure that retained trees are protected from damage from the demolition and site preparation processes / works in the interests of visual amenity.

### **Retention of Hedgerows**

- 32) Existing hedgerows and trees to remain shall remain and not be felled or removed. Those sections of existing hedgerow and trees indicated to be felled/removed shall only be felled / removed / managed outside of the bird nesting season (March to August inclusive) unless otherwise agreed in writing with the Local Planning Authority in which case details justifying works outside these times shall be submitted to and approved in writing by the Local Planning Authority.

REASON: In the interests of the protection of nesting birds.

### **Wheelchair accessible Designs**

- 33) At least 3 per cent of new dwellings within each phase (Reserved Matters application area) shall be built to wheelchair accessibility standards as required by Policy H6 of the Council's adopted Core Strategy until such a time as the proposed access changes to the Approved Document M on access to and use of buildings volume 1 dwellings standards forming part of the Building Regulations come into force after which time at least 3 per cent of new dwellings within each phase (Reserved Matters application area) must be built to meet the optional standard M 4(3) set out in Approved Document M Building Regulations Category 3b (as consulted on by national government in the Housing Standards Review Technical Consultation Approved Document M dated September 2014 (DCLG) or as amended when formally adopted). Prior to or concurrent with each Reserved Matters application, details of compliance with the above requirement for the area to which the Reserved Matters application relates, shall be submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure the site provides for wheelchair accessible properties in accordance with the requirement of Policy H6 of the Rochford District Council Local Development Framework adopted Core Strategy (2011) in light of changes to the technical housing standards (2015).

### **Code for sustainable homes – water efficiency**

- 34) All new dwellings shall achieve Code for Sustainable Homes Code Level 4 as a minimum in respect of water efficiency until such a time as Approved Document G on water efficient standards forming part of the Building

Regulations (as consulted on by national government in Autumn 2014 or any subsequent further amendment or variation to the Autumn 2014 consultation draft technical standard) comes into force after which all new dwellings shall achieve water efficiency equivalent to the proposed optional standard set out in the Approved Document G Building Regulation Building Regulations standard as a minimum i.e. that new dwellings are designed so that their estimated average water consumption would be no more than 110 litres per person per day. Concurrent with each Reserved Matters application, details of compliance with the above requirement for all dwellings within the area to which the Reserved Matters application relates shall be submitted to and approved in writing by the Local Planning Authority. Dwellings shall be constructed to the agreed details.

REASON: To achieve compliance with Policy ENV 9 of the Rochford District Council Local Development Framework adopted Core Strategy (2011) in light of changes to the technical housing standards (2015).

#### **Code for sustainable homes – energy efficiency**

- 35) All new dwellings shall achieve Code for Sustainable Homes Code Level 4 as a minimum in respect of energy efficiency. Prior to or concurrent with each Reserved Matters application, details of compliance with the above requirement for all dwellings within the area to which the Reserved Matters application relates, shall be submitted to and approved in writing by the Local Planning Authority. Dwellings shall be constructed to the agreed details.

REASON: To achieve sustainability in compliance with Policy ENV 9 of the Rochford District Council Local Development Framework adopted Core Strategy (2011).

#### **10% Renewable energy**

- 36) Prior to the occupation of any dwelling within each phase (Reserved Matters application site) details shall be submitted to and approved in writing by the Local Planning Authority to demonstrate how at least 10 per cent of the energy from the development within the phase would be provided from decentralised and renewable or low-carbon sources unless this is not feasible or viable or unless provision of such would be at the expense of provision of a higher specification energy efficient building fabric in which case a report demonstrating the case and the amount (decentralised/low-carbon/renewable energy) that would be provided shall be submitted to and agreed in writing by the Local Planning Authority. The measures as agreed shall be implemented prior to the occupation of the dwellings to which the measures relate.

REASON: To achieve sustainability in compliance with Policy ENV 8 of the Rochford District Council Local Development Framework adopted Core Strategy (2011).

---

**Provision of play space**

37) A minimum area of 0.06 hectares for play space shall be provided to the development. Details of equipment proposed shall be submitted to and agreed in writing by the Local Planning Authority prior to provision on site. At least one of the play spaces shall be provided as a local equipped area for play (LEAP).

REASON: To accord with Policy SER 6 – South West Hullbridge to the Rochford District Council - Local development Framework Allocations Document (2014) and Policy CLT 7 of the Rochford District Council Local Development Framework adopted Core Strategy (2011).

**Submission of details for bridle path**

38A) Prior to the first occupation of any dwelling, the applicants and / or site owners shall submit details to the Local Planning Authority for the provision of a bridle path and landscaping to be provided around the overall site to which the development relates. The development shall be implemented in accordance with such details as may be approved.

REASON: To ensure the provision of a bridleway to enhance and integrate the development and public open spaces into the bridleway and local highway network in accord with Policy SER 6 – South West Hullbridge to the Rochford District Council – Local Development Framework Allocations Document 2014.

**Protection of reptiles**

39) Prior to the commencement of the development (and including ground works) in each phase, a mitigation strategy shall be submitted to and approved in writing by the Local Planning Authority for the protection of reptiles during the construction period. The development shall be implemented in accord with such details as may be agreed.

REASON and PRE – COMMENT REASON: In the interests of ecology and the protection of reptiles during the construction period.



Matthew Thomas

Assistant Director Planning and Regeneration Services

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

Policies SER6a, SER6b.

**Rochford District Council Local Development Framework Core Strategy  
adopted version (December 2011).**

Policies RTC3, RTC2, ED1, T8, T7, T6, T5, T3, T2, T1, CLT10, CLT8, CLT7, CLT6, CLT5, CLT4, CLT3, CLT2, CLT1, ENV11, ENV10, ENV9, ENV8, ENV5, ENV4, ENV3, ENV1, GB1, CP1, H6, H5, H4, H2 and H1.

**Rochford District Council Local Development Framework Development  
Management Plan adopted 16<sup>th</sup> December 2014.**

Policies DM1, DM2, DM4, DM5, DM16, DM25, DM26, DM27, DM28, DM29, DM30 and DM31.

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

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

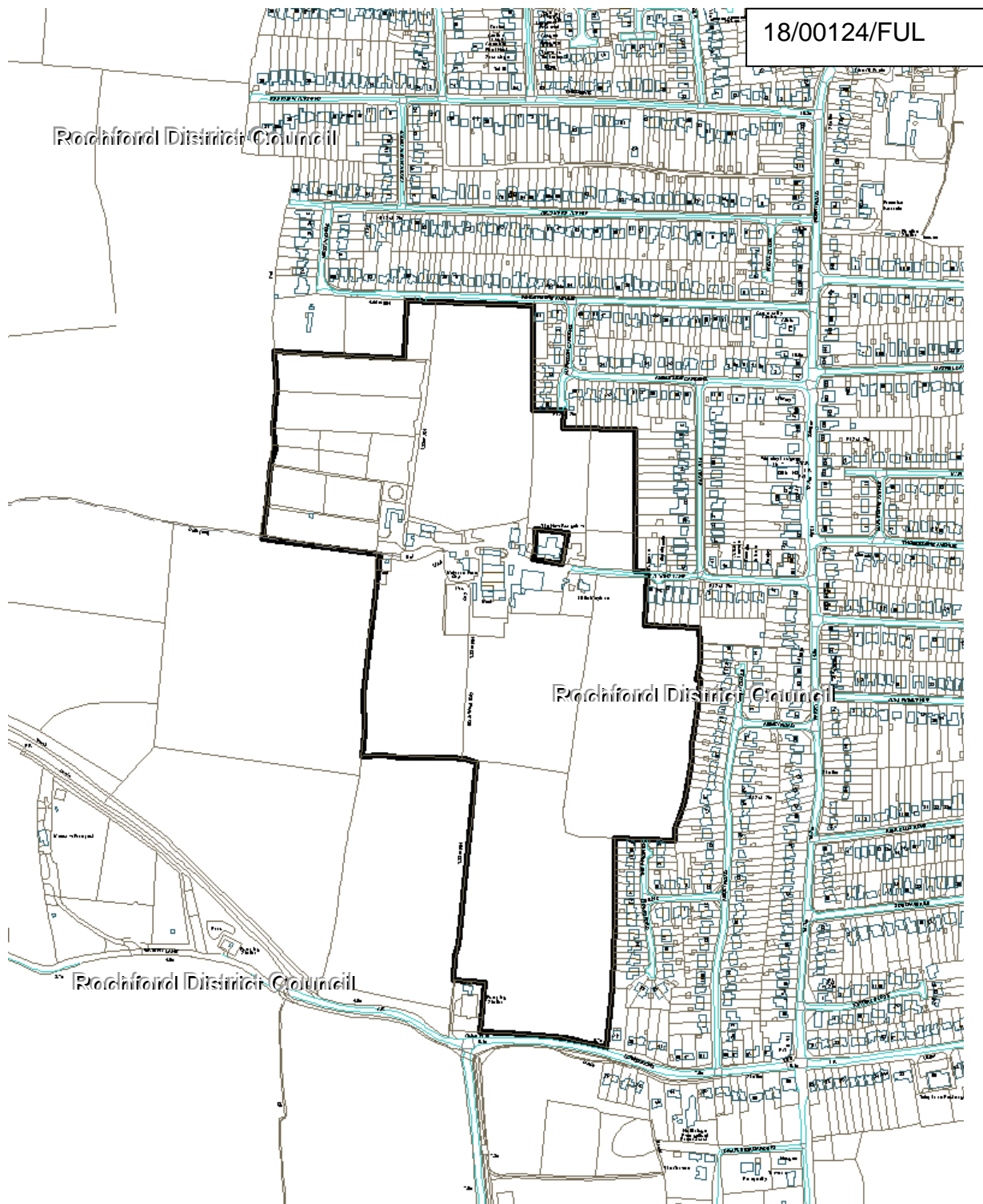
Department of Communities and Local Government Technical Housing Standards – nationally described space standard adopted March 2015.

For further information please contact Mike Stranks on:-

Phone: 01702 318 032

Email: [Mike.stranks@rochford.gov.uk](mailto:Mike.stranks@rochford.gov.uk)

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



18/00124/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



NTS