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**REFERRED ITEM R3**

**TITLE: 08/00836/FUL  
SINGLE STOREY PITCHED ROOFED EXTENSION TO  
PROVIDE 2 NO. ONE BEDROOMED FLATS WITH PITCHED  
ROOFED BUILDING TO PROVIDE CYCLE AND REFUSE  
STORE AND PARKING AT REAR  
145 FERRY ROAD HULLBRIDGE**

**APPLICANT: MR CARL CANTOR (BERNARD GOODING ASSOCIATES)**

**ZONING: RESIDENTIAL**

**PARISH: HULLBRIDGE**

**WARD: HULLBRIDGE**

In accordance with the agreed procedure this item is reported to this meeting for consideration.

This application was included in Weekly List no. 961 requiring notification of referrals to the Head of Planning and Transportation by 1.00 pm on Tuesday, 15 December 2008, with any applications being referred to this meeting of the Committee. The item was referred by Cllr P R Robinson.

The item that was referred is appended as it appeared in the Weekly List, together with a plan.

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- 3.1 **Hullbridge Parish Council:** Object on the basis of potential danger of increased traffic crossing a busy shopping area and exit immediately adjacent to a pedestrian crossing.

**NOTES**

The Site and Location

- 3.2 This application is to a site on the western side of Ferry Road at the edge of a small group of shops 75m south of the junction made with Ambleside Gardens. The site is broadly rectangular in shape and having a frontage to Ferry Road of 12.2m and an average depth of 63.8m.
- 3.3 On the site is a two storey building comprising shop to ground floor with flat above. To the rear of the frontage building exist a number of single storey out buildings beyond which is a garden area for the flat and swimming pool. The garden area is overgrown, and the shop is currently vacant.

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- 3.4 The site is adjoined by a chalet to the north and a shop unit to the south.

Relevant Planning History

- 3.5 The site has been subject to a number of applications to demolish the existing building and re-develop the site and a greater site incorporating the adjoining dwelling at No. 147 Ferry Road, with schemes for flats. An application to demolish the existing buildings at 145 and 147 Ferry Road and construct 2 no. three storey buildings containing 3 no. one bedroomed and 21 no. two bedroomed flats with access and parking area was refused permission under application reference: 07/00708/FUL and dismissed on appeal on 16 June 2008.
- 3.6 An earlier application under reference: 03/00789/COU to change the use of the shop and first floor flat to dwelling house, together with single storey front extension, was granted permission on 4 November 2003. This application is extant since it has been partially implemented by way of works to the front of the building.
- 3.7 An application to refurbish and convert the existing building on the site of 145 Ferry Road into 4 no. one bedroomed flats, make external alterations to include new windows and doors and replacement external staircase, provide windows to gable ends and roof lights to serve rooms in roof, demolish out buildings to rear and provide car parking and refuse/cycle store was granted planning permission on 3 December 2008, under application reference 08/00732/FUL.

The Proposal

- 3.8 The current application proposes an extension to the building as approved on 3 December by way of a single storey pitched roofed rear extension to provide two one bedroomed flats in addition to those recently approved.
- 3.9 The extension would have a depth of 10.7m and width of 7.65m equal to the width of the existing building. The extension would have a hipped roofed design to an overall ridge height of 4.65m.
- 3.10 In the recently approved application the car parking area was provided immediately to the rear of the building. In this current application the car parking area is re-sited deeper into the site and between the extension and the proposed refuse and cycle store. The refuse cycle store would have a hipped roofed design to an overall ridge height of 3.625m, a depth of 3.3m and width of 9.3m. It would be sited across the width of the plot to contain the car parking and turning area between these two buildings.

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- 3.11 The layout would provide 8 car parking spaces to the rear of the site and shows use of one further car parking space to the front forecourt area with access to the northern side of the building as in the previous application.
- 3.12 A rectangular area at the back of the site would be retained as garden/amenity area.
- 3.13 The proposal is accompanied by an arboricultural report which assesses the impact of the development upon existing trees on and adjoining the site.
- 3.14 The proposal is accompanied by a Bat Survey which confirms no evidence of the presence of Bats was found at this site.

**Material Planning Considerations**

- 3.15 The site is allocated as an existing residential development in the Council's adopted Local Plan 2006. The shop has been vacant for at least a year and with the valid permission for residential use granted in 2003 there is no material objection to the loss of the shop unit for residential purposes.
- 3.16 The site is not near to any designated sites such as Listed Buildings, Conservation Area or Sites of Special Scientific Interest. The proposal would not therefore have an effect upon such designations.
- 3.17 The site is located fronting Ferry Road, which is subject to a regular bus service with connection to local towns. The site therefore enjoys good access to public transport and the provision of one car parking space for each flat proposed is considered to meet the Council's standards in this case. The proposal would provide eight car parking spaces to the rear with a further forecourt parking space to the front of the site. No objection is raised to the development by the County Highway Authority with regard to the level of parking provision or the manoeuvrability required within the site, including the use of the front forecourt area.
- 3.18 The site has an overall area of 0.087ha and the proposal, added to the five flats approved by the previous application, would equate to a density within the site of 80.4 units per hectare.
- 3.19 The area comprises a mixture of detached and semi detached housing but also includes localised flatted developments above commercial uses neighbouring the site. Given the need to make best use of urban land and the revised advice contained within PPS 3 (2006), which sets no upper limit to density it is not considered that the density of development in this case is materially harmful or contrary to the spirit of Local Plan Policy HP3.

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- 3.20 The building is detached from adjoining neighbours and the internal layout proposed would not give rise to amenity issues concerning loss of amenity with adjoining neighbours by way of noise transfer or vibration.
- 3.21 The existing access to the northern side of the building would be used to serve the development proposed. The access runs alongside the boundary with the neighbouring detached chalet No. 147 Ferry Road which is sited within its plot some 3m from the site boundary. The movements would, however, increase activity to the rear of the site close to No.147 Ferry Road. Given the separation of the adjoining dwelling to the boundary within the site the proposal would be sufficiently mitigated by these distances.
- 3.22 Although two additional units are proposed in this application, the traffic movement associated with the number of units proposed and approved for the site would not be noticeably discernable over and above the background traffic to Ferry Road and the activity within the small parade of shops neighbouring the site. The units proposed would, however, extend accommodation deeper into the site, albeit at ground floor. However, the extension proposed would be some 56.4m from the nearest dwellings backing onto the site in Elm Grove. Similarly, the refuse/cycle store would be 35.4m from the same nearest dwelling with the proposed car parking area between the extension and proposed out building. This relationship would give sufficient space and distance between the car parking area and neighbouring dwellings backing onto the site. It does not compare to the close siting of the car parking area adjoining the boundaries of the site which was objected to by the previous appeal inspector in an earlier application.
- 3.23 The existing fences abounding the site appear of some age but would not need replacing or upgrading as a result of the development proposed.
- 3.24 The proposed cycle and refuse store would be of modest design and proportions acceptable in the context of the surroundings at the rear of this group of buildings. The cycle and refuse store would be sited to cross most of the width of the site but would still retain a side space of some 2.9m to the northern boundary with No. 147 Ferry Road. The loss of the existing collection of out buildings to the rear of the site and the more attractive design of the proposed extension and refuse/cycle store would not be objectionable in the appearance of the rear of the group of buildings adjoining the site and the width of the refuse/cycle store would help protect dwellings backing onto the site from noise and headlight glare.
- 3.25 The proposed extension would provide windows and doors to each elevation. Because these would be to the ground floor, facing commercial development to the south, the amenity area and fencing beyond to the rear and the boundary treatment and planting with the adjoining dwelling No. 147 Ferry Road no unreasonable loss of privacy would result.

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- 3.26 The layout of the site shows provision of 160 square metres of garden/amenity area located at the rear of the site adjoining neighbouring fences to gardens of dwellings backing onto and adjoining the site. This provision would be less than the minimum 175 square metres required by Council guidance for the two flats proposed, together with the five flats approved in the previous application. However, the amenity area would be rectangular in shape and useable. The arrangement would achieve a good relationship to adjoining gardens as both proposed amenity area and existing neighbouring gardens are compatible uses that would adjoin. The shortfall of 15 square metres would not be significant in this case, given the useful shape of the amenity area provided and as such officers expect would not be a reason that would be upheld in any appeal.
- 3.27 There are trees established to the boundaries and greater depth of the site. With these areas retained in this particular scheme it is not considered necessary to require additional landscaping for this application as part of any approval that might be given. It is, however, considered necessary to protect those trees during construction and this can be the subject of a condition to any approval that might be given.
- 3.28 **Essex County Council Highways and Transportation:** No objection, subject to the following heads of conditions:-
- 1) Visibility splay 2.4m x 60m measured from the carriageway edge either side of the new access
  - 2) 1.5m x 1.5m pedestrian visibility splay
  - 3) Provision within the site of an area for the parking of operatives' vehicles and the storage of materials
  - 4) Driveway to be constructed in bound materials
  - 5) Turning area to be kept clear at all times
- 3.29 **Woodlands Section:** No Bats or Bat roosts present, as established by suitably qualified Bat Surveyor. No further ecological works required.
- 3.30 15 letters have been received in response to the public notification and which in the main make the following comments and objections:-
- o Safety concerns at increased traffic using existing access coming out onto a public path and highway adjacent to a pedestrian crossing and almost opposite a bus stop. Risk to pedestrians beyond a reasonable and acceptable level.
  - o Proposal will compromise the hard fought pedestrian crossing for the elderly, disabled and children.
  - o Concern that in total in excess of 14 car parking spaces will be required.

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- Car parking area would be in close proximity to neighbouring occupiers detrimental to their health and living conditions as previously supported on appeal.
- Adjoining tall hedge restricts visibility to the access.
- Concern for loss of amenity from car park lighting.
- Car park area could lead to youths congregating and causing disturbance.
- Continue to have concerns regarding parking of vehicles to the front of the site and vehicular access to the rear.
- Shoe horning further dwellings into a small space cannot be good for other residents and the community environment.
- Parking.
- Ask whether there will be further applications to fulfil the original application for 24 units on this site?
- Strongly object to any more flats on the site or within Hullbridge.
- Concern that granting permission for the current application will enable the previously refused applications for the larger site and precedent.
- Too many new flats in the village and which remain unsold and which proves this type of development is not required in Hullbridge.
- Would like to see some nice shops being proposed.
- Character of the village is being drastically changed and unfair to residents who have been living here 20-30 years.
- Poor design.
- Poor layout/over-development.
- Too close to boundary.
- Policy objection contrary to Policy HP6.
- Traffic generation/access.
- Concern at the lack of shops in the village and increasing number of flats eroding the village character and reducing attractiveness of the area as a place to live.
- The village is slowly deteriorating.
- Village cannot sustain the amount of flats being proposed.
- Insufficient drainage. Refuse store not in keeping with the surrounding area.
- The storing of refuse would encourage vermin.
- Precedent will encourage other shop keepers resulting in the further loss of shops in the village.
- Hullbridge still a pleasant place to live but may not be the case in future. with applications of this type being approved.
- Do not have the infrastructure, road network, medical facilities, schools to cope with added population and this should be realised by the Council. A stop has to be put on this kind of development before the area grinds to a halt.
- Loss of privacy/overlooking.
- Loss of light.
- Should be used instead for shops or facilities for the youth of the village.

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- Time residents' needs were taken into consideration.
- Noise, fumes and disturbance.
- Drastic change to views.
- Project is being done in an underhand way by piecemeal applications and commencement of work without planning permission.
- Previous application for ten flats refused and this application will amount to seven.
- Effect on existing residents' house prices due to lack of amenities, shops and overcrowding.
- Consider as work has commenced that responding to the notification would be futile.
- Devaluation of property.
- Loss of light.
- Loss of view.

3.31 It is proposed that the Committee **RESOLVES TO APPROVE** the application, subject to the following heads of conditions:-

- 1 SC4B Time Limits Full - Standard
- 2 SC15 Materials to Match (Externally)
- 3 Prior to the commencement of the development the applicant shall provide for the protection of existing trees on the site for the duration of the construction period. Such measures for protection shall follow the recommendations as contained within section 2.6 and appendices 3 and 5 to the arboricultural report submitted in support of the application by Essex Arboricultural Consulting Ltd and dated 1st October 2008.
- 4 A visibility splay of 2.4m x 60m, as measured from the carriageway edge, shall be provided either side of the new access, with no obstruction over 600mm above the level of the adjacent carriageway.
- 5 Prior to the beneficial use of the development commencing there shall be provided 1.5m x 1.5m pedestrian visibility splays to both sides of the vehicular access at the rear of the highway boundary.
- 6 Prior to the commencement of the development the applicant shall make provision within the site for an area for the parking of operatives' vehicles and the storage and reception of building materials clear of the highway and not within the root protection areas of trees to be retained as part of the development hereby approved.
- 7 Prior to the beneficial use of the development commencing the access and driveway shall be constructed and completed in bound materials.
- 8 The turning areas shown on the plan hereby approved shall be kept clear from obstruction and made available for use at all times.

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**REASON FOR DECISION**

The proposal is considered not to cause significant demonstrable harm to any development plan interests, other material considerations, to the character and appearance of the area, to the street scene or residential amenity such as to justify refusing the application; nor to surrounding occupiers in neighbouring streets.

**Relevant Development Plan Policies and Proposals**

HP3, HP6, HP11, HP16, SAT6, NR3 of the Rochford District Council Adopted Replacement Local Plan



Shaun Scrutton  
Head of Planning and Transportation

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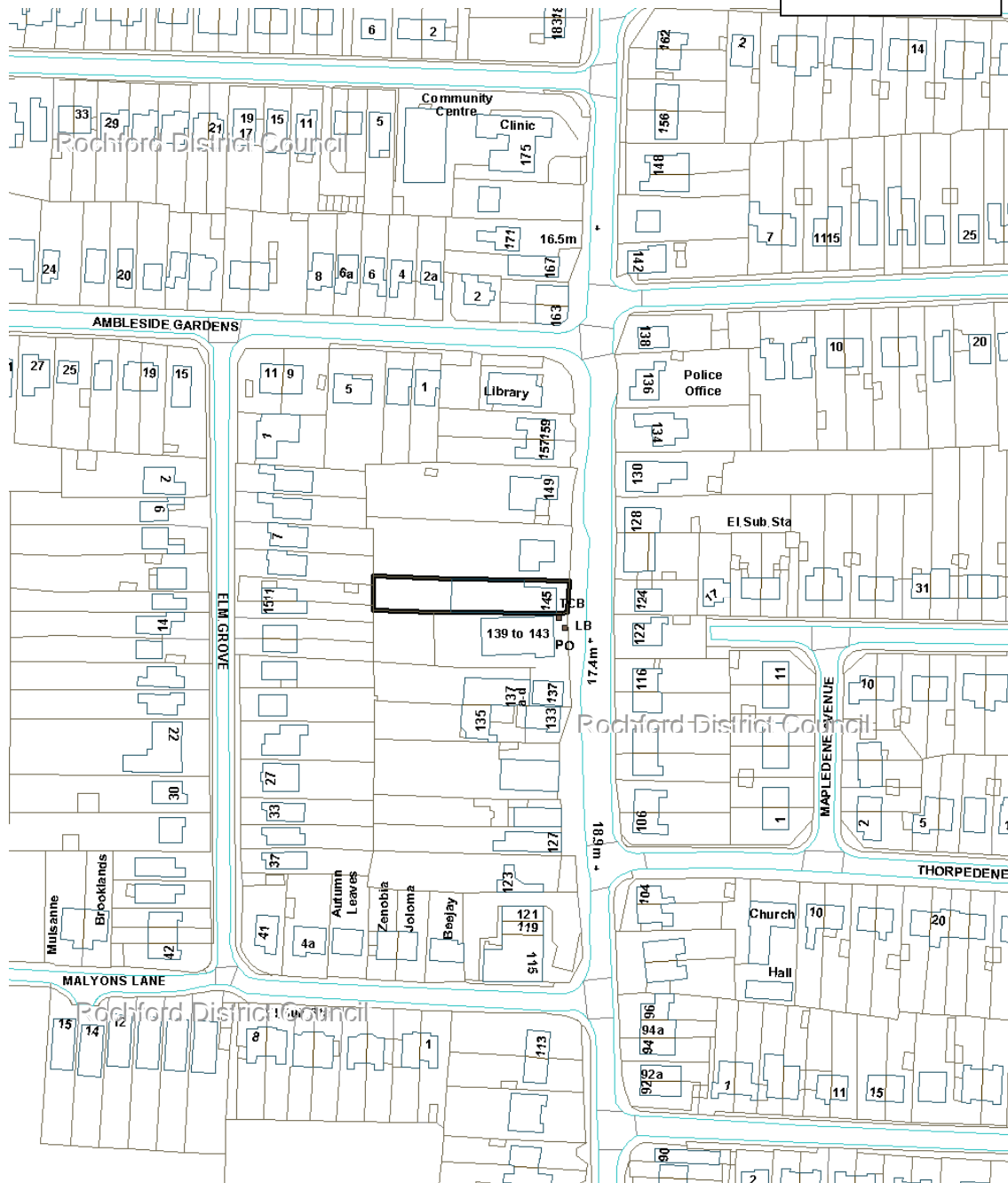
For further information please contact Mike Stranks on (01702) 318092.

The local Ward Members for the above application are Cllrs Mrs R Brown, P R Robinson, Mrs L A Butcher.



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