



Rochford District Council

**SCHEDULE OF PLANNING APPLICATIONS TO BE CONSIDERED BY
PLANNING SERVICES COMMITTEE 25 August 2005**

All planning applications are considered against the background of current Town and Country Planning legislation, rules, orders and circulars, and any development, structure and locals plans issued or made thereunder. In addition, account is taken of any guidance notes, advice and relevant policies issued by statutory authorities.

Each planning application included in this Schedule is filed with representations received and consultation replies as a single case file.

The above documents can be made available for inspection as Committee background papers at the office of Planning Services, Acacia House, East Street, Rochford.

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PLANNING SERVICES COMMITTEE – 25 August 2005

Ward Members for Committee Items

RAYLEIGH CENTRAL

Cllr R G S Choppen

Cllr A J Humphries

ROCHFORD

Cllr K J Gordon

Cllr Mrs S A Harper

Cllr Mrs M S Vince



PLANNING SERVICES COMMITTEE - 25 August 2005

SCHEDULE ITEMS

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PLANNING SERVICES COMMITTEE - 25 August 2005 Item 1

TITLE : 05/00446/FUL
**REDEVELOPMENT OF THE SITE TO PROVIDE A NEW FOUR
STOREY BUILDING PROVIDING 15 TWO BED FLATS WITH
18 CAR PARKING SPACES
LAND REAR OF 91 HIGH STREET RAYLEIGH**

APPLICANT : CHARFLEETS

ZONING : PRIME SHOPPING FRONTAGE

PARISH: RAYLEIGH TOWN COUNCIL

WARD: RAYLEIGH CENTRAL

PLANNING APPLICATION DETAILS

- 1.1 Permission is sought for the redevelopment of the site to provide a new four storey building providing 15 two bedroom flats with 18 off street car parking spaces.
- 1.2 The new building is rectangular in shape and is to be attached to the blank flank wall of the existing Rayleigh Lanes Building and will be perpendicular to the highway Websters Way. The new building proposes three floors of residential accommodation above ground floor car parking. Access to the site is off Websters Way.
- 1.3 The accommodation proposes 15 self contained two bedroom flats on three floors, all of the units on the upper floors have access to external balconies, there is one ground floor unit and this has access to a private garden. In addition, an element of communal amenity space to the front of the site is proposed. The flats are to be single aspect with the windows and balconies overlooking the access road and service road and the rear of the shops that face Eastwood Road and also the residential flats that are sited above the shops in Eastwood Road.
- 1.4 All of the floors are accessed via a staircase and lift within the building, with the flats themselves being accessed via a shared corridor. The surface level car park provides for 18 spaces; this equates to one space per dwelling with three visitor spaces.
- 1.5 Externally the flats have a 'modernist' appearance with repetitious use of architectural features as well as external materials. The materials to be used are facing brickwork, block work, timber cladding for the walls and profile sheet metal for the roof. The scheme proposes soft landscaping to the front of the site and also to the Websters Way frontage.

- 1.6 The applicants have submitted a supporting statement within which they conclude:-
- It will make efficient use of an under-used town centre site whilst meeting the standards and aims of the planning policies.
 - It will provide a highly accessible site for all modes of transport and pedestrians, in addition, the roadway through to the High street will remain unaffected by the proposal.
 - It will significantly enhance the built environment in the locality by introducing extensive soft landscaping and 'repairing' the fabric of the townscape by masking the flank wall of Rayleigh Lanes.
 - It will offer a 'windfall site' for the achievement of the Council's housing targets.
- 1.7 In addition, the applicant has submitted a transport assessment which concludes that:-
- "given the development site's minimal impact on the local highway network, together with its high accessibility by non-car modes of travel, there can be no highways or transport reasons why permission should not be granted'.

RELEVANT PLANNING HISTORY

- 1.8 The site is adjacent to No 89 High Street, Rayleigh which trades as Rayleigh Lanes indoor market. Originally No 89 was developed and operated as a Co-Op supermarket. Following its closure in the late 1970's the freehold of 89 High Street was sold and Rayleigh Lanes was created. There are no planning conditions requiring the provision of any remote facilities, including parking, attached to the consent for No 89 High Street.
- 1.9 The ownership of Rayleigh Lanes, and the land which is the subject of this application, are totally separate and there is no agreement between them for the provision of any facilities, including parking. The small open area to the rear of No 89 forms the loading bay to Rayleigh Lanes and will remain unaffected by this proposal.
- 1.10 Historically the site has been used as car parking and garden centre and more recently as an open air market.
- 1.11 There have been previous planning consents for a variety of uses on the site, including Class A2 with offices and retail arcade. None of these have been implemented.

CONSULTATIONS AND REPRESENTATIONS

- 1.12 **Rayleigh Town Council:-** The Town Council objects to this application, as the development's mass and scale is over dominant in the Conservation Area and does not conform with the Rochford District Council Local Plan Appendix 1 Clause A1.3.5. The Town Council is also concerned over the increase in vehicular traffic in what is predominantly a public right of way.

- 1.13 **Essex County Council Schools Service:-** Request a financial contribution of £25,636 for two additional school places to be provided as a result of this application.
- 1.14 **Essex Fire Authority:-** Access for fire service purposes is considered satisfactory, the availability of water supplies for this development has been checked and is satisfactory.
- 1.15 **Essex County Council Conservation Officer:-** This proposal has been revised following my discussions with the architect and I consider that my criticisms of the pre-application design have been resolved.
- 1.16 The height of the new building has been reduced towards the High Street to take into account the variations in height of the Rayleigh Lanes building as well as the scale of the Listed Buildings. I am satisfied that the aspect of the Listed Buildings from the High Street will not be affected.
- 1.17 The view of the site from Websters Way could only be improved by this building, which is of a significantly higher architectural standard than any of the surrounding structures. The new build would conceal the unattractive flank wall of Rayleigh Lanes and the appearance and quality of the built environment of this part of the Conservation Area would be significantly enhanced. Consequently, the rear views of the Listed Buildings would be detrimentally affected.
- 1.18 I therefore recommend permission is granted with the condition that samples of materials and finishes are submitted for approval.
- 1.19 **The Environment Agency:-** No objections to the proposal, but offer advice on sustainable drainage systems.
- 1.20 **Essex County Council Archaeological Officer:-** Given the historic nature of the town centre then there is a recommendation that a condition be imposed to allow access to the site for trenching and excavation works to occur.
- 1.21 **Rayleigh Civic Society:-** This site is designated as primary shopping area and should therefore be developed as a commercial project, not as flats.
- 1.22 The big drawback with this development is that owing to limitations of space there is insufficient room to design it as a free standing building with four sides. To add this onto a building like Rayleigh Lanes is not good practice and is inappropriate for this site.
- 1.23 However, we do offer the following comments:-
 - The building needs to be set back further from the road in line with the frontage of Rayleigh Lanes.
 - There does not appear to be any provision for a lift which we consider essential for the size of the building.

- There needs to be better security for overnight parking of vehicles. A similar arrangement at Barclays Bank further up Websters Way has led to problems with graffiti and damage to cars.
- A rear staircase at the west end of the building, presumably for easy access to flats, needs to be secure from casual/unauthorised visitors.
- It is noted that whilst Rayleigh Lanes is within the Conservation Area that the application site is outside of it.
- Impact this development would have on the enhancement scheme for Websters Way which is due to start shortly. This major flat development would completely alter the appearance of the south end of Websters Way.

- 1.24 **Essex County Council Urban Designer:-** In principle I have no objection to this site being redeveloped for apartments and the solution proposed has some merit. However, the south elevation, which is visible down Websters Way, needs animating and relief to the large area of walling. I realise that on the boundary there can be no unprotected areas (Building Regs) but the building could be re-planned to step the building away from the boundary. The entrance and vertical circulation areas could be repositioned adjacent to the car parking in order to exploit the sunnier side of the site to the benefit of some of the dwellings with balconies and windows disposed to take advantage of the south and west orientation. The refuse store is also in a prominent position – it should instead be incorporated into the envelope of the building.
- 1.25 **The Head of Housing, Health and Community Care:-** No adverse comments in respect of this application, subject to the imposition of standard informative SI16 Control of nuisances upon any permission.
- 1.26 **Essex Police Architectural Liaison Officer:-** Objects to the application on the grounds of security and fear of crime. The parking area would attract anti social behaviour and the fear of crime for vehicle owners and residents. This could be resolved by good lighting levels, ie BS5489 and CCTV linked to residents' TVs on a spare channel. Access to the flats should be via an access control system. Parking areas that do not allow for natural surveillance and, in this case, undercover, will attract local youths or those intent on committing crime.
- 1.27 SEC 17 CADA, Safer Places ODPM and PPSI all refer to consideration of good design and secure buildings to gain 'secured by design' certification. SBD is a performance indicator for Local Authorities, measured by the Audit Commission.
- 1.28 **County Highways Officer:-** Seeks a financial contribution of £20,000 towards the improvements of pedestrian crossing facilities within the vicinity of the site. In addition, they make comments about visibility splays and the need for wheel washing during construction.

- 1.29 The occupier of 19b Ulfa Court objects on behalf of the occupiers of 19b to 31b:- should not compromise emergency access; views to the windmill and Rayleigh Church will be lost due to the height of the building; loss of privacy from 4th floor balconies; traffic movements would have a tremendous impact upon the already congested highway network; access way is of insufficient size to allow two vehicles to pass, which may result in the reversing of vehicles onto the highway; insufficient car parking to meet the likely need; the access onto the High Street is an extremely dangerous thoroughfare; its futuristic design would be out of character with the historic part of the Rayleigh.

MATERIAL PLANNING CONSIDERATIONS

The Principle of the Use:-

- 1.30 The application site is located within Rayleigh Town Centre and also located within the Primary Shopping Frontage zone. Within this zone the Local Plan Policies seek to ensure that there should not be an over concentration of non retail uses and that if non retail uses are supported then they should reinforce the retail function of the centre.
- 1.31 The site's extensive planning history indicates that it has not proven to be a viable option for retail redevelopment.
- 1.32 The residential redevelopment of the site is considered to support the health, vitality and vibrancy of the town centre, by adding to the range of uses within the centre and also assisting in ensuring that the commercial centre does not become a 'dead' centre after the commercial uses have ceased trading.
- 1.33 Whilst the application does not propose a retail use, nor even a mixed use of the site, it is considered for the reasons outlined above that the residential redevelopment remains acceptable in principle.

Parking Provision/Access

- 1.34 The site is located within the commercial centre of Rayleigh and as such the Local Plan car parking standard allows for development with zero car parking to be supported, given the availability of other means of transport. Notwithstanding the policy position the application proposes a car parking provision of one space per unit with three visitor spaces, 18 spaces in total.
- 1.35 This level of parking provision is considered to be acceptable and would take the pressure off the demand for 'public' parking spaces within the centre.
- 1.36 The access to the site is directly off Websters Way. This is considered to be acceptable and would not give rise to any material highway problems. In addition, the scheme retains both pedestrian and vehicular access through to the High Street. The scheme would not impinge upon the access or servicing potential of the properties that front Eastwood Road.

- 1.37 Similarly, this scheme would not impinge on the existing servicing arrangements for the adjacent Rayleigh Lanes indoor market.
- 1.38 Given the support for the proposal from the County Highways Officer and subject to their suggested conditions that deal with the vision splays and wheel washing facilities, a refusal based on the level of car parking and its access could not be substantiated.
- 1.39 It is considered that, given the location of the application site, the level of car parking within the scheme being in excess of the Local Plan standards and that pedestrian routes are maintained through to the High Street from the site without the need to use any existing crossing facilities, that it would be unreasonable (and therefore outside of the parameters of the Section 106) to request the financial contribution, as recommended by the County Highways Officer.

Visual Appearance and Design:-

- 1.40 The existing building 'Rayleigh Lanes' presents a bulky, bland and imposing elevation onto Websters Way. It is considered that the proposed development, given its design and external appearance incorporating a degree of articulation and modulation (as recommended by the County Urban Designer), would present a more appropriate/aesthetic elevation onto Webster Way. Therefore in townscape terms it is considered that the proposal would add to the character and appearance of this part of the town centre.
- 1.41 As commented above in the consultation section, the County Conservation Officer considers that the development would not have an adverse impact upon the nearby Listed Buildings, nor upon the character of the area. A refusal based therefore upon the impact of the proposal upon nearby Listed Buildings could not be substantiated.

Amenity Space:-

- 1.42 The amenity space provision within this scheme falls into three distinct categories: private, communal and balconies:-
- Flat No1 has the benefit of 85sqm of ground floor amenity space.
 - There are areas of communal amenity spaces located at the ground floor of 90sqm and also on the third floor of 45sqm
 - The remaining flats have access to private balconies to the front of the new building with a floor area in excess of 5sqm.
- 1.43 It is considered that this level of amenity space is acceptable and entirely appropriate, given its town centre location.

Residential Amenity/Crime Prevention:-

- 1.44 The proposed flats are to be single aspect only and will face the access/service road, as well as the rear of the buildings which themselves face onto Eastwood Road. It is considered that, given the central town centre location and with a separation distance of 23m between the corresponding balconies, a refusal based on the loss of amenity through direct overlooking could not be substantiated.
- 1.45 In addition, the balconies will overlook the intervening access and service road between this and the rear of the properties that face Eastwood Road. As this is considered to be public space the overlooking would not give rise to a material loss of amenity and, given the increase in natural/passive surveillance, the proposal may assist in deterring crime.
- 1.46 In addition, the applicant has agreed that the scheme will incorporate both CCTV, as well as a door entry video system; these features will also assist in deterring crime.

CONCLUSION

- 1.47 Whilst not promoting a retail or mixed use scheme it is considered that the residential redevelopment of the site would help to maintain the vitality and vibrancy of the town centre and would comply with both Government and Local Plan advice and policies, all of which aim to steer development to appropriate locations as well as maximising the development potential of suitable sites.
- 1.48 It is considered that the design and external appearance of the proposal would enhance the townscape of this part of the town centre.
- 1.49 There will not be any material harm to the nearby listed buildings in particular nor harm to the character of the main part of the town centre in general.
- 1.50 The access and level of car park provision is considered to be acceptable.

RECOMMENDATION

- 1.51 It is recommended that, subject to a **Legal Agreement** requiring that once development commences a financial contribution of £ 25,636 is made towards the provision of 2 secondary school places, then planning permission be **GRANTED** subject to the following conditions:-

- 1 SC4 Time Limit
- 2 SC14 Materials to be submitted
- 3 SC59 Landscaping
- 4 SC75 parking

- 5 Notwithstanding the details shown on the plans hereby approved, a visibility splay of 2.4m X outside tangent point of the bend to the north of the site shall be provided on the northern side of the access onto Websters Way . There shall be no obstruction above 1m within the area of the splay.

- 6 Prior to any development commencing details of the measures to be taken by the applicant/developer to ensure that no mud or debris are deposited on the public highway associated with the construction of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority.

- 7 Prior to the any development commencing details of the CCTV equipment including their siting and coverage of the cameras shall be submitted to and approved in writing by the Local Planning Authority. The details as approved shall be fully implemented at the site and be retained as such thereafter.

Relevant Development Plan Policies and Proposals

UC1, UC2, UC3, UC15, H1, H2, H11, H16, H18, H19, SAT1, SAT15, SAT16 of the Rochford District Local Plan First Review



Shaun Scrutton
Head of Planning Services

For further information please contact Leigh Palmer on (01702) 546366.

TITLE : 05/00536/REM
MOTOR PARK DEVELOPMENT COMPRISING 7 NO. CAR
DEALERSHIPS, PETROL FILLING STATION AND VALETING
CENTRE, WITH ASSOCIATED ACCESS, PARKING, VEHICLE
DISPLAY AND LANDSCAPING.
ROCHFORD BUSINESS PARK CHERRY ORCHARD WAY
ROCHFORD

APPLICANT : LAINDON HOLDINGS LTD

ZONING : B1 BUSINESS

PARISH: ROCHFORD PARISH COUNCIL

WARD: ROCHFORD

Introduction

- 2.1 This application is reported for Members' information under the fast track arrangements for developments proposing more than ten job opportunities. The above application has recently been received and is undergoing consultation and consideration by officers. This item is therefore brought before this Committee for Members' information. No decision can be taken on this application at this early stage.

Site and Surrounding Area

- 2.2 The site is approximately 11.3 hectares in area, located on the west side of the B1013 between Rochford and Southend on Sea, with its south west edges lying on the District Boundary.
- 2.3 Adjacent to the west and part south boundaries lies an existing residential area and a 15m wide bunded, landscape buffer area has already been approved by RDC and will be provided as part of the proposed development works
- 2.4 Adjacent to the remainder of the south boundary is Britannia Business Park, comprising a number of one and two storey office/light industrial units. The east boundary is defined by Cherry Orchard Way and the north boundary by an existing bridleway, beyond which lies a screen of existing trees/hedgerows, giving way to open fields. The existing site is relatively flat, rising gently towards the rear and side boundaries and whilst some localised re-profiling will be carried out, the proposed buildings will generally be set slightly below the level of the road and the adjacent land.

The Proposed Development

- 2.5 The proposed development comprises a motor park, occupying the front half of the site, adjacent to the road and furthest from the adjoining residential neighbourhood. This proposal is consistent with the existing outline planning consent Reference 00/00005/OUT, but it does not include the B1/B8 development permitted on the rear half of the site which is to be retained for later development.
- 2.6 The motor park will comprise seven car dealerships, with different franchises, together with a petrol filling station and a valeting centre for the cleaning and preparation of vehicles. The car dealership will operate as self contained units, for the sale of new and used vehicles and for after sales servicing and repair, but not including body shop repairs. The petrol filling station will include a shop that will operate 24 hours per day and seven days per week.
- 2.7 As commented above, the application site relates to only half of the Cherry Orchard Business Park site; the rear half is to be developed at some future date. This scheme proposes 7 car dealerships with only Essex Ford being the known occupier of one of the units, the remainder are not specified.
- 2.8 The site will be accessed via an internal 'L' shaped roadway that divides the site into four distinct elements. Entering the site from Cherry Orchard Way immediately on the left is the Essex Ford Dealership; this has a roughly rectangular footprint and it runs parallel to the new service road.
- 2.9 To the rear of the Essex Ford building is the valeting centre; this has a roughly square footprint and is located on the southern side of the new access road.
- 2.10 To the north of the valeting building and to the north of the new access road is a petrol filling station and two car dealerships. The petrol filling station proposes 900sq. meters of retail space on the ground floor and 1000sq. meters of office space at first floor. This building has a rectangular footprint with flat roof and is sited at the head of the forecourt pump zone. This pump zone is covered by a high level canopy, of sufficient height to cover the HGV's and vehicle transporters that will service the site.
- 2.11 Further to the north of the petrol filling station are two car dealerships. These have rectangular footprints and run parallel to the new service/access road.
- 2.12 On the eastern side of the new access/service road are four more car dealerships. These all have rectangular footprints and are sited perpendicular to Cherry Orchard Way.
- 2.13 All of the dealerships have areas for the display of vehicles for sale; for those units closest to Cherry Orchard Way these areas will be visible from the Cherry Orchard Way.

2.14	<u>Building Block</u>	<u>Size</u>	<u>Car Parking</u>
	Dealership A	3385sqm	290 spaces
	Dealership B	1810sqm	148 spaces
	Dealership C	1650sqm	126 spaces
	Dealership D	1810sqm	143 spaces
	Dealership E	1650sqm	125 spaces
	Dealership F	1650sqm	115 spaces
	Essex Ford dealership	3670sqm	248 spaces
	Petrol Filling Station	875sqm	10 spaces
	Valeting Centre	900sqm	65 spaces
	TOTALS	17400sqm	1270 spaces

2.15 All of the vehicles' access into the site will be via the existing roundabout on Cherry Orchard Way, provided for that purpose. The internal site roads will have an 11m wide carriageway, so that unloading can take place in any desired location, without disrupting the vehicular activity in and out of the site.

2.16 Pedestrian/cycle access into the site is provided from the existing bridleway, part way along the north site boundary. A further pedestrian/cycleway link is proposed from this point, along the northern edge of the site, to Cherry Orchard Way. This connects into a proposed footpath/cycleway along the west side of the existing roundabout. In accordance with the existing site boundary treatment approval, a further footpath link will be provided, as shown, within the 15m landscaped buffer zone, between the bridleway at the NW corner of the site and the residential/recreation area at its SW corner.

2.17 The proposed buildings have a similar external appearance in an attempt to create a 'family' of buildings within the constraints of the differing franchises. The buildings themselves comprise low pitched standing seam roof, with lightweight wall cladding and glazing to create an open plan environment. The buildings will have a good level of glazing, allowing views into showroom and workshop areas alike. High levels of glazing will allow more natural light into the building, providing a better environment for staff and customers and saving on the use of energy for lighting. Shading is provided by the overhanging eaves and canopies and, where necessary, solar control glazing will be used.

2.18 The materials proposed for the buildings will generally consist of insulated composite cladding in silver finish and frameless glazed shop fronts and powder coated aluminium framed windows and entrance doors. Alternative colour cladding will be used for the specific requirements of the particular franchise. Externally, a mixture of block paviors and bitumous macadam paving will be used to define vehicular and pedestrian areas, as well as parking and vehicle display areas.

- 2.19 The scheme proposes 'soil stabilisation' in an attempt to reduce the significant levels of aggregates and vehicle movements to/from the site. The process produces a capping layer which is sufficiently stable and robust to receive bituminous surfacing materials and/or concrete slabs and thus negates the need to import significant quantities of granular materials.
- 2.20 The site is currently green field and, through agreement with the Environment Agency, a suitable allowance for surface water attenuation has been made to avoid the potential impact of increased surface water run off generated by increases in impermeable areas. Whilst the use of porous paving products has been considered, it is not possible to use these techniques in conjunction with the soil stabilisation process. Furthermore, the proposed development layout does not provide sufficient areas to install swales or infiltration basins. It is therefore proposed that surface water storage is accommodated in underground oversized pipes. A flow restriction device will be installed to reduce the surface water discharge 50 litres per second, as agreed with the Environment Agency.
- 2.21 In addition to the proposed boundary landscape buffer along the residential boundaries, it is proposed to provide low level soft landscaping to many areas within the motor park. The main site frontage will have a grassed area between the highway and the vehicle display areas, to allow for good visibility. Other areas will have a mix of shrub planting, which has been carefully considered having regard to suitability for the motor park environment. In view of the proximity to London Southend Airport care has been taken to avoid the use of trees/plants which might attract birds to nest/roost.
- 2.22 The proposal includes a scheme for the external lighting of the motor park, which has been designed in accordance with the current standards, with reference to the site's proximity to the London Southend Airport.

Supporting Documents

- 2.23 The application is also accompanied by a number of supporting documents, these include a protected mammal report, a green travel plan, a statement from Anglian Water and a noise report.
- 2.24 Protected Species Report:- This is an updated report following the one that accompanied the outline approval. The report concludes that there are no protected species likely to be affected by this proposal and that the site itself does not provide a suitable habitat. The report recommends that if more than six months elapse between the update survey and the development within the future business park site then a further update be carried out.
- 2.25 The Green Travel Plan looks at issues relating to the provision of cycle bays and cycle/footpath links as well as car sharing and the proximity and frequency of public transport.

- 2.26 The statement from Anglian Water concludes that the proposed sewerage scheme for the motor park development meets their requirements and has been approved by them.
- 2.27 A noise report also accompanies the application. A noise survey was carried out to the rear garden of 85 Lunday Close on the southern boundary, in order to determine the existing noise levels in the area, against which the impact of the proposed development could be assessed. Cumulative rating levels were calculated for the rear façade of 85 Lunday Close from the operation of:-
- The petrol filling station
 - The closest car dealership; and
 - The vehicle valeting centre
- 2.28 A total cumulative rating level of 41dB during the day and 39 dB during the night was calculated. The assessment of the above development indicates that complaints were unlikely during the day and of marginal significance during the night. However, when considering the barrier effects of the proposed building, it is estimated that the rating level at 85 Lunday Close will be at 10dB below this. With the mitigation provided by the mandatory earth bund, no further mitigation is required.
- 2.29 On the above basis, the assessment demonstrates that the amenity of residents in the surrounding residential properties would not be adversely affected by the proposed development.

CONCLUSION

- 2.30 This application is at the initial stages and is currently subject to ongoing consideration and consultations. The application will be reported back to Members following the end of the consultation and consideration by officers in the normal way.
- 2.31 Members' views are sought on any key issues that should be considered during the assessment of the application.

Relevant Development Plan Policies and Proposals

CS3, CS5, CS6, of the Essex and Southend-on-sea Replacement Structure Plan

EB1 of the Rochford District Local Plan First Review

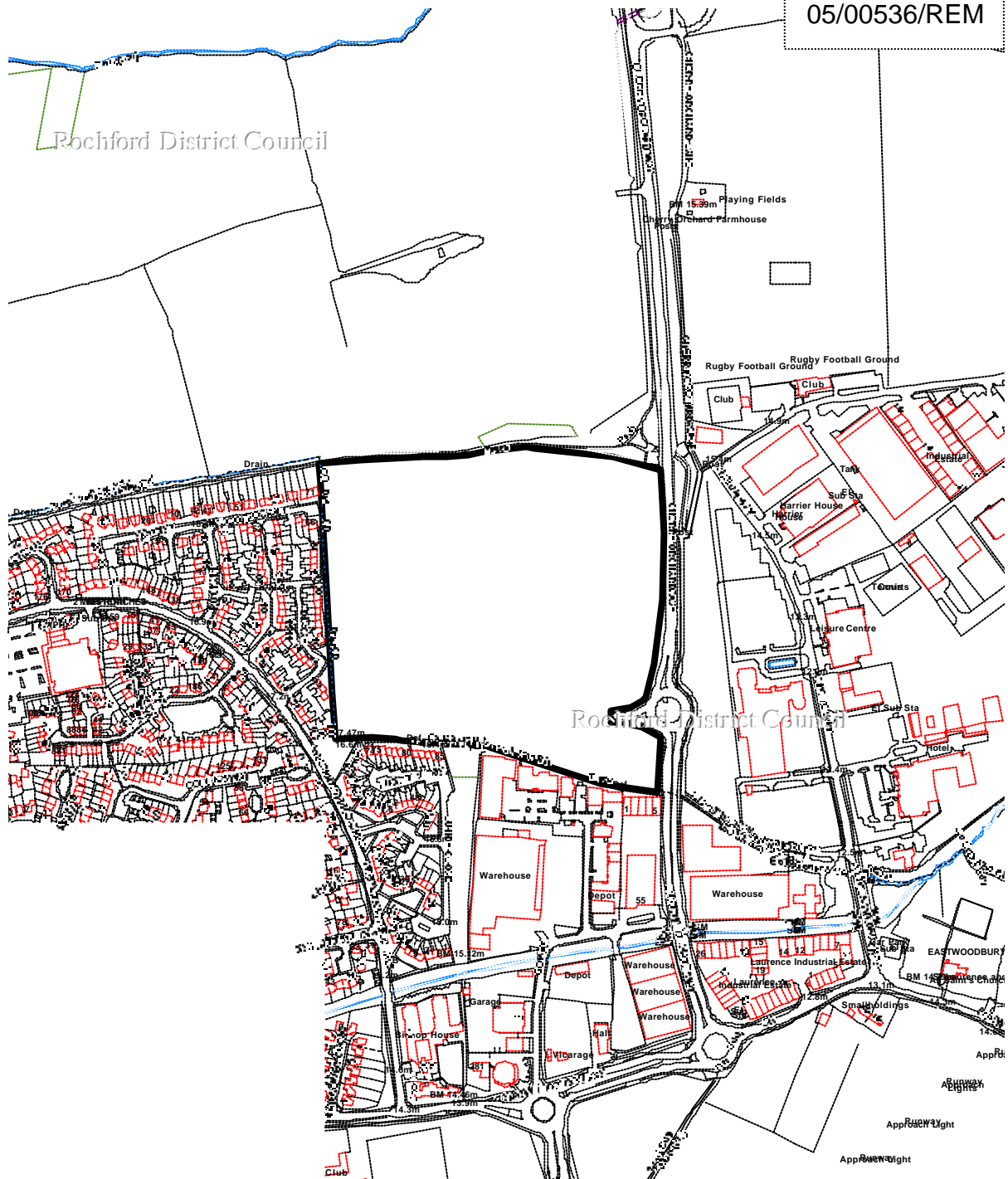


Shaun Scrutton
Head of Planning Services

For further information please contact Leigh Palmer on (01702) 546366.

05/00536/REM

Rochford District Council



Rochford District Council

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NTS



PLANNING SERVICES COMMITTEE - 25 August 2005 Item 3

TITLE : **05/00601
REAR HIPPED TO GABLE END ROOF EXTENSION. EXTEND
EXISTING SIDE DORMERS AND CREATE BALCONY TO
REAR ELEVATION
44 GROVE ROAD RAYLEIGH**

APPLICANT : **MR S BROOKS (MEMBER OF STAFF AT ROCHFORD
DISTRICT COUNCIL- BUILDING CONTROL DEPARTMENT)**

ZONING : **RESIDENTIAL**

PARISH: **RAYLEIGH TOWN COUNCIL**

WARD: **RAYLEIGH CENTRAL**

PLANNING APPLICATION DETAILS

- 3.1 Planning consent is sought for the construction of a rear hipped to gable end roof extension and extension to existing side dormers. This would usually be a delegated application but the applicant is employed by Rochford District Council.
- 3.2 This detached chalet is located within a residential area between a similar style detached chalet to the west and a detached house to the east. The property is located approximately 3 metres away from the adjacent property at 46 Grove Road and 1.5 metres away from 42 Grove Road.
- 3.3 The property has a gable style roof at the front and this application seeks permission to implement the same design roof at the rear to match the front of the property as well as increase the length of the existing dormers at both sides of the property from 5.5 metres to 7.5 metres. It is proposed that the roof extension to the rear will oversail the rear main wall of the first floor, thus creating a balcony.

RELEVANT PLANNING HISTORY

- 3.4 **97/00282/FUL** - Single and two storey front and rear extensions, extend existing dormer windows (to provide first floor accommodation and annex).
- 3.5 This application was approved in 1997 subject to several conditions relating to obscure glazing to the windows of the dormers.

CONSULTATIONS AND REPRESENTATIONS

- 3.6 **Rayleigh Town Council** - Insufficient information was sent with the standard consultation so awaiting further comments.

- 3.7 **County Surveyor (Highways)** – This Authority judged this proposal as de-minimis
- 3.8 Additional neighbour consultations have been carried out and these will expire on 1st September 2005.

MATERIAL PLANNING CONSIDERATIONS

- 3.9 The hipped to gable part of the application will match the gable roof at the front of the property. This is considered to be a reasonable extension given the distance away from the adjacent dwellings. This extension does not appear to encroach into the 45-degree angle.
- 3.10 The gable will incorporate an open balcony area, but this is enclosed on the east and west by the roof slope. Therefore, it is considered that there will be no significant impact upon the neighbouring properties either side. Due to the depth of the rear garden of the application site, the properties to the rear will also be relatively unaffected.
- 3.11 The dormer extensions on the east and west elevations will not have any further windows within them. Therefore it is considered that the impacts upon the privacy and residential amenity enjoyed by the adjacent neighbours are considered to be minimal.

CONCLUSION

- 3.12 The proposal is considered to be an acceptable form of development. Given the expiry date for the additional consultations, it will be necessary for the application to be delegated to the Head of Planning Services to approve this application.

RECOMMENDATION

- 3.13 It is proposed that this Committee **RESOLVES to DELEGATE** to the Head of Planning Services to **APPROVE** this application, subject to the expiry of the consultation period and to the following conditions:
- 1 SC4 Time Limits Full – Standard
 - 2 SC14 Materials to be Used (Externally)
 - 3 Notwithstanding the provisions of Article 3, Schedule 2, Part 1, Class A B or C of the Town and Country Planning (General Permitted Development) Order 1995 (including any Order revoking or re-enacting that Order, with or without modification) no window, door or other means of opening shall be inserted above first floor finished floor level on the east or west elevation of the gable end or extension to the dormers hereby permitted, in addition to those shown on the approved drawings date stamped 1st July 2005.

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 or residential amenity such as to justify refusing the application; nor to surrounding occupiers in Grove Road or Sangster Court in Queens Road.

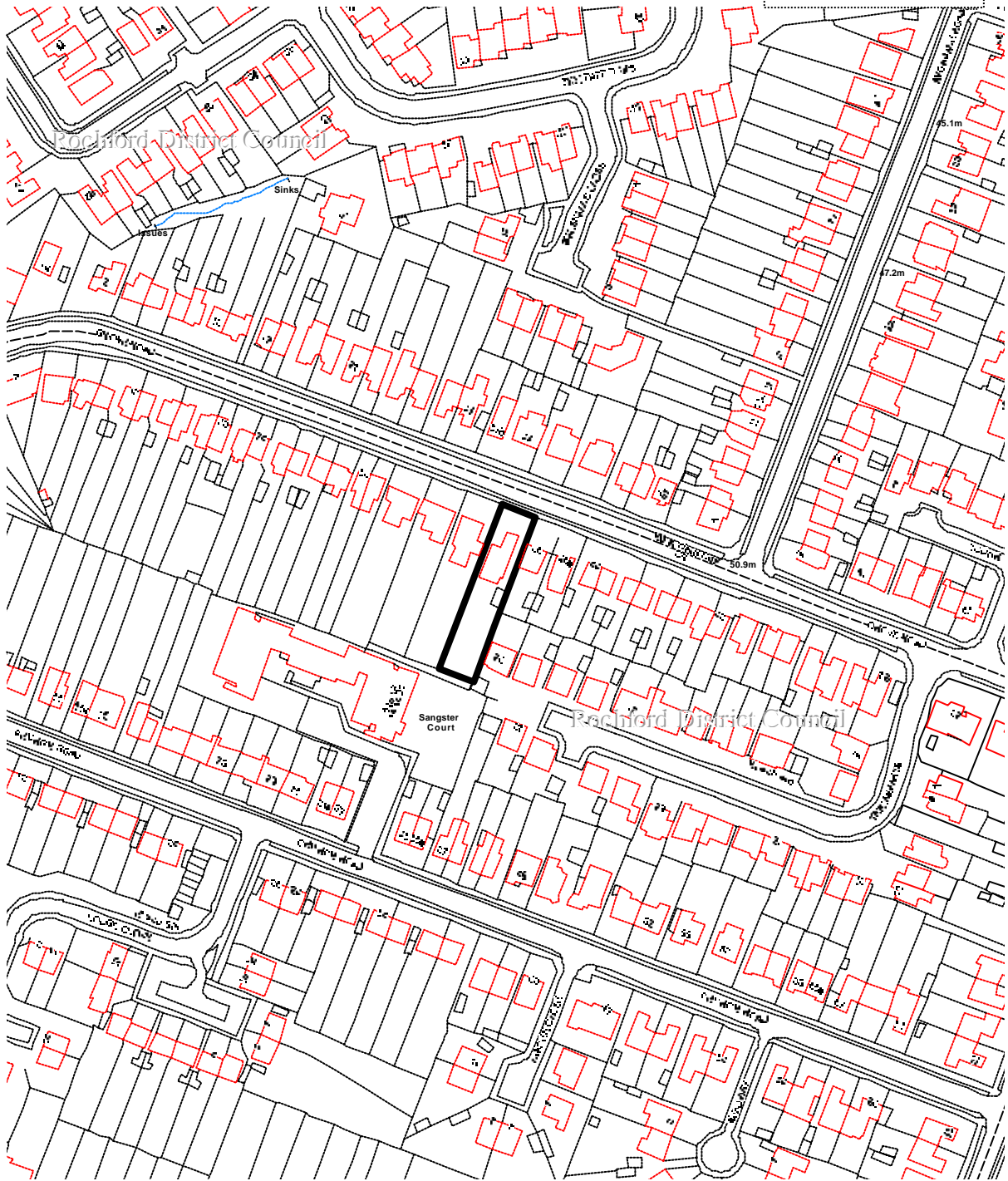
Relevant Development plan policies and proposals:

H11 of the Rochford District Local Plan First Review



Shaun Scrutton
Head of Planning Services

For further information please contact Catherine Blow on (01702) 318097.



Rochford District Council

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NTS



CODE OF CONDUCT FOR PLANNING MATTERS

GENERAL PRINCIPLES

Members and officers must:-

- **at all times act within the law and in accordance with the code of conduct.**
- **support and make decisions in accordance with the Council's planning policies/Central Government guidance and material planning considerations.**
- **declare any personal or prejudicial interest.**
- **not become involved with a planning matter, where they have a prejudicial interest.**
- **not disclose to a third party, or use to personal advantage, any confidential information.**
- **not accept gifts and hospitality received from applicants, agents or objectors outside of the strict rules laid down in the respective Member and officer Codes of Conduct.**

In Committee, Members must:-

- **base their decisions on material planning considerations.**
- **not speak or vote, if they have a prejudicial interest in a planning matter and withdraw from the meeting.**
- **through the Chairman give details of their Planning reasons for departing from the officer recommendation on an application which will be recorded in the Minutes.**
- **give officers the opportunity to report verbally on any application.**

Members must:-

- **not depart from their overriding duty to the interests of the District's community as a whole.**
- **not become associated, in the public's mind, with those who have a vested interest in planning matters.**
- **not agree to be lobbied, unless they give the same opportunity to all other parties.**
- **not depart from the Council's guidelines on procedures at site visits.**
- **not put pressure on officers to achieve a particular recommendation.**
- **be circumspect in expressing support, or opposing a Planning proposal, until they have all the relevant planning information.**

Officers must:-

- **give objective, professional and non-political advice, on all planning matters.**
- **put in writing to the Committee any changes to printed recommendations appearing in the agenda.**