

Appendices

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Appendix 1 Structure Plan Policies

The Green Belt

POLICY S9

WITHIN THE GREEN BELT PERMISSION WILL NOT BE GIVEN, EXCEPT IN VERY SPECIAL CIRCUMSTANCES, FOR THE CONSTRUCTION OF NEW BUILDINGS OR FOR THE CHANGE OF USE OR EXTENSION OF EXISTING BUILDINGS (OTHER THAN REASONABLE EXTENSIONS TO EXISTING DWELLINGS), FOR PURPOSES OTHER THAN AGRICULTURE, MINERAL EXTRACTION OR FORESTRY, SMALL SCALE FACILITIES FOR OUTDOOR PARTICIPATORY SPORT AND RECREATION, INSTITUTIONS REQUIRING LARGE GROUNDS, CEMETERIES OR SIMILAR USES WHICH ARE OPEN IN CHARACTER. DWELLINGS FOR AGRICULTURAL WORKERS MAY BE PERMITTED IN CONJUNCTION WITH FARMS IF IT CAN BE SHOWN THAT THE WORKER MUST BE RESIDENT ON THE AGRICULTURAL HOLDING. ANY DEVELOPMENT WHICH IS PERMITTED SHALL BE OF A SCALE, DESIGN AND SITING SUCH THAT THE APPEARANCE OF THE COUNTRYSIDE IS NOT IMPAIRED.

The Built Environment

POLICY BE13

THE TOWNSCAPE VALUE OF MAJOR NATURAL FEATURES AND IMPORTANT AREAS OF OPEN SPACE IN TOWNS AND VILLAGES SHALL BE SAFEGUARDED

Coastal Protection

POLICY NR18

THERE SHALL BE THE MOST STRINGENT RESTRICTIONS ON DEVELOPMENT ON THE RURAL AND UNDEVELOPED COASTLINE OUTSIDE BUILT-UP AREAS AND ANY DEVELOPMENT WHICH IS EXCEPTIONALLY PERMITTED SHALL NOT ADVERSELY AFFECT THE OPEN AND RURAL CHARACTER AND WILDLIFE.

Appendix 2 Development in the Green Belt

Supplementary Guidance to GB1

A2.1. **Policy GB1** indicates that "reasonable extensions" to existing dwellings may be acceptable in the Green Belt. This Appendix seeks to provide advice on what is considered to be a 'reasonable extension' in the Green Belt in terms of the size of the extension. Nothing in this supplementary guidance overrides any of the provisions of **Policy GB5**. In achieving an acceptable extension in the Green Belt all criteria of **Policy GB5** should also be achieved

What constitutes a "reasonable" extension?

A2.2. No government guidance is offered on what constitutes a "reasonable" extension, however if one considers the basic principles of the Green Belt, an indication of what might be considered "reasonable" may be gained. The purposes of the Green Belt are:

- (i) to check the unrestricted sprawl of large built up areas;
- (ii) to safeguard the surrounding countryside from further encroachment;
- (iii) to prevent neighbouring towns from merging into one another;
- (iv) to preserve the special character of historic towns; and
- (v) to assist urban regeneration.

A2.3. In addition PPG2 states that the most important attribute of Green Belts is their openness and that they can assist in the creation and maintenance of more sustainable patterns of urban development.

A2.4. If Green Belts are to achieve these objectives, and maintain these attributes, new development within them must be restricted, and the potential for an increase in the number of people living in the Green Belt must be limited. The Planning Authority has adopted a numerical basis for this limitation

A2.5. Although it is acknowledged that any figure adopted in a definition of 'reasonableness' is likely to be arbitrary, it will provide clear and consistent guidance to purchasers and homeowners on the potential size of a dwelling and what the planning authority would consider to be 'reasonable'. It would also facilitate a consistency of response to the question of acceptable extensions to dwellings and a measure of the degree of "unreasonableness" in cases concerning very large extensions.

The establishment of a "reasonable" figure

A2.6. The General Permitted Development Order allows, subject to specific criteria, the extension of dwellings by up to 70 cubic metres or 15%, to a maximum of 115 cubic metres, without the need for specific planning permission.

A2.7. Most occupied dwellings in the Green Belt provide at least a basic level of accommodation to meet the needs of the occupiers, however, family needs may change over time. In order to provide a degree of flexibility to meet changing family needs it is considered reasonable to allow a maximum enlargement of a dwelling comprised of permitted development and one 'reasonable sized' room. Such an enlargement would include the provision of conservatories and utility rooms.

A2.8. In terms of size, it is considered that a "reasonable" sized room would have external dimensions of approximately 3m x 3m, and an externally measured floor area of 10 sq.m.

With an external height of 2.5m, a "reasonable" room would have a volume of 25 cubic metres. This level of provision is considered adequate to cater for changing family needs

A2.9. In terms of location, any extension provided should be sited so as not to prejudice the openness of the Green Belt. As far as possible therefore, extensions should be located where they will have the least impact on the visual amenity of the area.

A2.10. In conclusion therefore, For the purposes of Local Plan **Policy GB1** "reasonable extension" to an existing dwelling house is defined as permitted development plus 25 cubic metres, sited in a position that will not diminish the open nature of the site or the Green Belt in general.

A2.11. Except for development in accordance with paragraphs A2.14 – A2.20 of this guidance, only under very special circumstances will extensions beyond this provision be considered acceptable.

Extensions to rebuilt dwellings in the Green Belt

A2.12. In applications for extensions to dwellings which have been rebuilt, it should be remembered that the dwelling may already have been increased by the size of any unimplemented permitted development right. Under such circumstances in determining the level of "reasonable extension" it will be necessary to refer to the size of the original dwelling house and to determine the extent of any unimplemented permitted development right. If the dwelling has already been enlarged by its permitted development level it may not benefit from that allowance again. It may however, benefit from the additional provisions now identified as reasonable, unless the rebuilt dwelling has already been increased in size to a level beyond that, in which case no further extension will be permitted

A2.13. In respect of proposals to rebuild dwellings in the Green Belt, except for development in accordance with paragraphs A2.14 – A2.20 of this guidance, no additional provision beyond that available from redevelopment of the *original* dwelling plus permitted development right plus 25 cubic metres shall be considered acceptable.

Pitched roofs

A2.14. A number of dwellings in the Green Belt have been constructed or extended, with flat roofs. Unless part of an original architectural concept, these roofs can appear unattractive and detract from the appearance of the Green Belt. In appropriate cases the Planning Authority will encourage the provision of pitched roofs, however such roofs must be of a low pitch, such as to render them incapable of providing additional floorspace, in accordance with the principle of limiting the number of persons resident in the Green Belt.

A2.15. Where appropriate, the Planning Authority will encourage the provision of pitched roofs over existing flat roofed extensions, provided such roofs are of a low pitch so as to render them incapable of providing additional floor space.

A2.16. The cubic volume of any roof space created in accordance with the provisions of this guidance shall be considered an acceptable provision above that provided as a result of the utilisation of permitted development rights plus 25 cubic metres.

Garages

A2.17. The provision of a garage to serve a dwelling is, in principle, considered reasonable, however, the open character and appearance of the Green Belt can be marred by a proliferation of large buildings used for such purposes in association with dwellings and,

where planning permission is required for such buildings, it is considered appropriate, in the light of the objectives of the Green Belt, to restrict them in terms of both size and mass.

A2.18. Garages shall be of single garage size only (maximum 3m x 6m internal dimension), shall have a low pitched roof incapable of use for living accommodation, and shall be separated from the dwelling in order to prevent the future conversion of the garage to living accommodation and incorporation within the dwelling.

A2.19. In all cases the Planning Authority will seek to achieve a minimum separation between the garage and the dwelling of 3m. All consents granted for garages shall be subject to a condition preventing conversion to living accommodation.

A2.20. The cubic volume of any garage erected in accordance with the provisions of this guidance shall be considered an acceptable provision above that provided as a result of the utilisation of permitted development rights plus 25 cubic metres.

Exclusion of Permitted Development Rights

A2.21. The appearance of the Green Belt can be marred by a proliferation of buildings and other development. *Where appropriate*, in order to restrict the proliferation of buildings in the Green Belt which would detract from the strategic function, character and appearance of the Green Belt, in determining applications, the Planning Authority will seek to remove all permitted development rights in respect of Classes A, B,C, E, F and G of Part I of Schedule 2 of the General Permitted Development Order 1995.

Supplementary Guidance to GB4

A2.22. **Policy GB4** states in subparagraph (ii) that "the size, general lines and form" of any dwelling proposed to be rebuilt under the provisions of the policy should be similar to that of the dwelling to be replaced.

A2.23. The following is offered as guidance to owners and developers in the satisfaction of this requirement.

A2.24. Size

The "size" of the dwelling refers to the gross cubic volume of the dwelling to be replaced. It does not include the cubic volume of any garages, sheds, barns or other outbuildings within the curtilage of the dwelling, nor to the cubic volume of any roof space which is not used as habitable rooms immediately prior to redevelopment.

A2.25. "General Lines and Form"

In order to protect the character of the Green Belt, it is essential that any new development reflect that which is replaced. Single storey dwellings only will be acceptable where a single storey dwelling is replaced. Two storey dwellings are only acceptable where a two storey dwelling is to be replaced.

A2.26. The insertion of dormer windows into the roof of a bungalow, or the provision of a chalet style dwelling will be held to be a two storey dwelling and will not be considered an acceptable replacement for a single storey dwelling.

Appendix 3 Restriction of Permitted Development Rights within The Curtilage of a Dwellinghouse

A3.1. In granting consent for particular forms of development, the Council may seek to restrict the following classes of permitted development, as defined by Schedule 2, Part 1 of the Town and Country Planning General Permitted Development Order, 1995, or any subsequent amendment of that Order.

DEVELOPMENT WITHIN THE CURTILAGE OF A DWELLINGHOUSE

Class A Permitted Development	The enlargement, improvement or other alteration. of a dwellinghouse.
Development not permitted	<p>A. 1 Development is not permitted by Class A if :</p> <p>(a) the cubic content of the resulting building would exceed the cubic content of the original dwellinghouse:-</p> <p style="margin-left: 40px;">(i) in the case of a terrace house or in the case of a dwellinghouse on article 1(5) land, by more than 50 cubic metres or 10% whichever is the greater;</p> <p style="margin-left: 40px;">(ii) in any other case, by more than 70 cubic metres or 15%, whichever is the greater.</p> <p style="margin-left: 40px;">(iii) in any other case, by more than 115 cubic metres;</p> <p>(b) the part of the building enlarged, improved or altered would exceed in height the highest part of the roof of the original dwellinghouse;</p> <p>(c) the part of the building enlarged, improved or altered would be nearer to any highway which bounds the curtilage of the dwellinghouse than-</p> <p style="margin-left: 40px;">(i) the part of the original dwellinghouse nearest to that highway, or</p> <p style="margin-left: 40px;">(ii) any point 20 metres from the highway, nearest to the highway;</p> <p>(d) in the case of development other than the insertion, enlargement, improvement or other alteration of a window in an existing wall of a dwellinghouse, the part of the building enlarged, improved or altered would be within 2 metres of the boundary of the curtilage of the dwellinghouse and would exceed 4 metres in height;</p> <p>(e) the total area of ground covered by buildings within the curtilage (other than the original dwellinghouse)</p>

would exceed 50% of the total area of the curtilage (excluding the ground area of the original dwellinghouse);

- (f) it would consist of or include the installation, alteration or replacement of a satellite antenna;
- (g) it would consist of or include an erection of a building within the curtilage of a listed building; or
- (h) it would consist of or include the alteration to any part of the roof.

A.2 In the case of a dwellinghouse on any article 1(5) land, development is not permitted by Class A if it would consist of or include the cladding of any part of the exterior with stone, artificial stone, timber, plastic or tiles to an existing external surface.

Interpretation A.3 of Class A

For the purposes of Class A-

- (a) the erection within the curtilage of a dwellinghouse of any building with a cubic content greater than 10 cubic metres shall be treated as the enlargement of the dwellinghouse for all purposes including calculating cubic content where-
 - (i) the dwellinghouse is on article 1(5) land, or;
 - (ii) in any other case, any part of that building would be within 5 metres of any part of the dwellinghouse,
- (b) where any part of the dwellinghouse would be within 5 metres of an existing building within the same curtilage, that building shall be treated as forming part of the resulting building for the purposes of calculating the cubic content.

Class B Permitted Developmen

The enlargement of a dwellinghouse consisting of an addition or alteration to its roof.

Development
not permitted

B.1 Development is not permitted by Class B if

- (a) any part of the dwelling house would as a result of the works, exceed the height of the highest part of the existing roof;
- (b) any part of the dwellinghouse would, as a result of the works extend beyond the plane of any existing roof slope which fronts any highway;
- (c) it would increase the cubic content of the

dwellinghouse by more than 40 cubic metres, in the case of a terrace house, or 50 cubic metres in any other case;

- (d) the cubic content of the resulting building would exceed the cubic content of the original dwellinghouse-
- (i) in the case of a terrace house by more than 50 cubic metres or 10% whichever is the greater;
 - (ii) in any other case, by more than 70 cubic metres or 15%, whichever is the greater, or
 - (iii) in any case, by more than 115 cubic metres; or
- (e) the dwellinghouse is on article 1(5) land.

**Class C
Permitted dwellinghouse.**

Development not permitted

Any other alteration to the roof of a Development

- C1 Development is not permitted by Class C if it would result in a material alteration to the shape of the dwellinghouse.

**Class D
Permitted Development**

Development not permitted.

The erection or construction of a porch outside any external door of a dwellinghouse.

- D1 Development is not permitted by Class D if
- (a) the ground area (measured externally) of the structure would exceed 3 square metres;
 - (b) any part of the structure would be more than 3 metres above ground level; or
 - (c) any part of the structure would be within 2 metres of any boundary of the curtilage of the dwellinghouse with a highway.

**Class E
Permitted Development**

The provision within the curtilage of a dwellinghouse of any building or enclosure, swimming or other pool required for a purpose incidental to the enjoyment of the dwellinghouse as such, or the maintenance, improvement or other alteration of such a building or enclosure.

Development not permitted	<p>E.1 Development is not permitted by Class E if-</p> <ul style="list-style-type: none"> (a) it relates to a dwelling or a satellite antenna (b) any part of the building or enclosure to be constructed or provided would be nearer to any highway which bounds the curtilage than- <ul style="list-style-type: none"> (i) the part of the original dwellinghouse nearest to the highway, or (ii) any point 20 metres from that highway, whichever is nearer to the highway; (c) where the building to be constructed or provided would have a cubic content greater than 10 cubic metres, any part of it would be within 5 metres of any part of the dwellinghouse; (d) the height of that building or enclosure would exceed- <ul style="list-style-type: none"> (i) 4 metres, in the case of a building with a ridged roof, or (ii) 3 metres, in any other case; (e) the total area of ground covered by buildings or enclosures within the curtilage (other than the original dwellinghouse) would exceed 50% of the total area of the curtilage (excluding the ground area of the original dwellinghouse); or (f) in the case of any article 1(5) land or land within the curtilage of a listed building, it would consist of the provision, alteration or improvement of a building with a cubic content greater than 10 cubic metres
Interpretation of Class E	<p>E.2 For the purposes of Class E- “purpose incidental to the enjoyment of the dwellinghouse as such” includes the keeping of poultry, bees, pet animals, birds or other livestock for the domestic needs or personal enjoyment of the occupants of the dwellinghouse.</p>
Class F Permitted Development	<p>The provision within the curtilage of a dwellinghouse of a hard surface for any purpose incidental to the enjoyment of the dwellinghouse as such.</p>
Class G Permitted Development	<p>G. The erection or provision within the curtilage of a dwellinghouse of a container for the storage of oil for domestic heating.</p>

Development
not permitted

- G.1 Development is not permitted by Class G if-
- (a) the capacity of the container would exceed 3,500 litres;
 - (b) any part of the container would be more than 3 metres above ground level; or
 - (c) any part of the container would be nearer to any highway which bounds the curtilage than-
 - (i) the part of the original building nearest to that highway, or
 - (ii) any point 20 metres from that highway, whichever is nearer to the highway

**Class H
Permitted Development**

The installation, alteration or replacement of a satellite antenna on a dwellinghouse or within the curtilage of a dwellinghouse.

Development
not permitted

- H.1 Development is not permitted by Class H if-
- (a) the size of the antenna (excluding any projecting feed element, reinforcing rim, mountings and brackets) when measured in any dimension would exceed-
 - (i) 45 centimetres in the case of an antenna to be installed on a chimney;
 - (ii) 90 centimetres in the case of an antenna to be installed on or within the curtilage of a dwellinghouse on article 1(4) land other than on a chimney;
 - (iii) 70 centimetres in any other case;
 - (b) the highest part of an antenna to be installed on a roof or a chimney would, when installed, exceed in height-
 - (i) in the case of an antenna to be installed on a roof, the highest part of the roof,
 - (ii) in the case of an antenna to be installed on a chimney, the highest part of the chimney;
 - (c) there is any other satellite antenna on the dwellinghouse or within its curtilage;
 - (d) in the case of article 1(5) land, it would consist of the installation of an antenna-
 - (i) on a chimney;
 - (ii) on a building which exceeds 15 metres in height;

- (iii) on a wall or roof slope which fronts a waterway in the Broads or a highway elsewhere.

Conditions

H.2 Development is permitted by Class H subject to the following conditions-

- (a) an antenna installed on a building shall, so far as practicable, be sited so as to minimise its effect on the external appearance of the building;
- (b) an antenna no longer needed for the reception or transmission of microwave radio energy shall be removed as soon as reasonably practicable.

Interpretation of Part 1

1. For the purposes of Part I

"resulting building" means the dwellinghouse as enlarged, improved or altered, taking into account any enlargement, improvement or alteration to the original dwellinghouse, whether permitted by this Part or not; and

"terrace house" means a dwellinghouse situated in a row of three or more dwellinghouses used or designed for use as single dwellings, where-

- (a) it shares a party wall with, or has a main wall adjoining the main wall of, the dwellinghouse on either side; or
- (b) if it is at the end of a row, it shares a party wall with or has a main wall adjoining the main wall of a dwellinghouse which fulfils the requirements of subparagraph (a) above.

Appendix 4 Essex County Council Revised Standards for Car Parking**Section A - Residential Places****A1 Housing - 3 bedrooms or less**

- A4.1. The standards apply to houses, bungalows, flats and maisonettes built for the private sector, housing associations or local authorities and include non-sheltered accommodation for the elderly. These standards will apply equally to low cost housing / affordable housing schemes.
- A4.2. Car parking should be provided in an adequate and convenient manner for both residents and visitors. The parking spaces should be within the curtilage of the dwelling or conveniently adjoining it and should be clear of the carriageway, footway and sight splays. In every case, the parking space should be convenient for use by occupants and visitors to each dwelling and must be constructed before the dwelling is occupied. Garages should be set back at least 6.1m from the footway.
- A4.3. In schemes with communal parking, some relaxation of the overall standard may be justified to allow for sharing of space although provision should not be less than 150%. This relaxation will only be made where some of the parking spaces are available for general visitor use (i.e. not reserved for the exclusive use of the occupiers of individual properties).
- A4.4. If a dwelling unit is sub-divided or extended, additional parking provision will be required in accordance with the standard although there may be scope for relaxation in the case of houses in multiple occupation in urban areas of proven low car ownership. Where new dwellings contain accommodation such that additional bedrooms can be created without extension (e.g. where a study could be converted into a bedroom), car parking should be provided at the appropriate higher standard.

For houses or bungalows with 4 or more bedrooms, see A2 below.

A1 Standard

- (a) TWO PARKING SPACES PER DWELLING
- OR
- b) ONE GARAGE OR GARAGE SPACE PER DWELLING, AND IN ADDITION, ONE

For developments consisting entirely of one and/or two bedroomed dwellings with communal parking provision:-

A1 Standard

- c) THREE SPACES FOR EVERY TWO DWELLING UNITS.

A2 Housing (4 Bedrooms or more)

- A4.5. This standard applies to all those types of dwellings listed in A1 but with 4 or more bedrooms.
- A4.6. The general comments under A1 (except those relating to communal parking) also apply.

A2 Standard

a) THREE CAR PARKING SPACES PER DWELLING

OR

(b) ONE GARAGE OR GARAGE SPACE PER DWELLING AND, IN ADDITION, TWO CAR PARKING SPACES PER DWELLING.

A3 Sheltered Housing for Elderly Persons

A4.7. Housing for the elderly comprising independent dwelling units but enjoying the services of a resident warden and/or staff available at all times in case of emergency. Car ownership of residents of such housing is generally located.

A4.8. This standard may be relaxed in it's original provision where the lower car occupancy can be proven, subject to an agreement being entered into with the Local Planning Authority for the provision of additional car parking up to the approved standard should this be required by the Local Planning Authority at any future time.

A4.9. This standard may be relaxed in the case of Local Authority schemes where there is control over occupancy.

A3 Standard

ONE CAR PARKING SPACE FOR THE RESIDENT WARDEN AND, IN ADDITION, ONE SPACE FOR VISITORS TO THE WARDEN:

AND

FOR STAFF, RESIDENTS AND VISITORS, ONE CARPARKING SPACE FOR EVERY TWO DWELLING UNITS.

A4 Community Homes

A4.10. Homes for children, and physically and mentally handicapped adults and children.

A4.11. This standard relates to homes for elderly persons where catering and other services are communal and excludes sheltered housing schemes.

A4.12. Homes for the physically handicapped may differ in that the residents may possess their own transport, either "invacars" or suitably modified production cars. This may be reflected in a higher parking requirement than that of other communal homes.

A4 Standard

FOR EACH UNIT OF RESIDENT STAFF ACCOMMODATION, TWO CAR PARKING SPACES ONE OF THE SPACES BEING PROVIDED FOR VISITOR PARKING AND FOR VISITORS, NON-RESIDENT STAFF, ETC., ONE CAR PARKING SPACE FOR EVERY FOUR BEDSPACES.

Section B - Commercial Places**B1 Industry**

- A4.13.All forms of industrial premises. All industrial uses classified as light industry, general industry or within the special industrial classes in the Town and Country Planning (Use Classes) Order.
- A4.14.Applications for small industrial estates with communal parking and servicing will be considered on their merits.
- A4.15.Where uses are proposed which result in open storage of materials, equipment or vehicles awaiting attention, space should be provided for this purpose which is separate from and additional to the car parking provision. This is particularly important where activities such as car repairers locate on small industrial estates.
- A4.16.In view of the control which can be exercised by industrial enterprises over working hours and employee vehicle movements, there may be circumstances where parking spaces may be provided in tandem (i.e. in pairs where access to one space can only be obtained over the second space). Developers are strongly advised to consult the local planning authority before proposing any parking spaces of this type.

B1 Standard

A MINIMUM PROVISION OF 2 CAR PARKING SPACES PER UNIT AND IN ADDITION, 1 SPACE FOR EVERY 50sq m GROSS FLOORSPACE, EXCEPT THAT, WHERE THE OFFICE FLOORSPACE EXCEEDS 200sq m OR 20% OF THE TOTAL FLOORSPACE OF THE DEVELOPMENT, PROVISION SHALL BE 1 SPACE FOR EVERY 30sq m GROSS OFFICE FLOORSPACE AND 1 SPACE FOR EVERY 60sq m OF THE REMAINING FLOORSPACE.

- A4.17.In all cases, adequate provision must be made for the parking and turning of service vehicles delivering or collecting goods to or from the premises.

B2 Warehousing

- A4.18.All enterprises providing storage and distribution as a service, but excluding 'cash and carry' warehouses. This category of development includes open storage of, for example, timber, containers or motor vehicles.
- A4.19.This standard shall apply only to "bona fide" warehouse proposals. Where any possibility exists of future conversions of premises to industrial use, standards applicable to industry will apply.

B2 Standard

FOR DEVELOPMENT OF GROSS FLOORSPACE LESS THAN 5,500sq m:

A MINIMUM PROVISION OF 3 PARKING SPACES AND, IN ADDITION, 1 SPACE FOR EVERY 280sq m GROSS FLOORSPACE.

FOR DEVELOPMENT OF GROSS FLOORSPACE GREATER THAN 5,500sq.m.

EACH APPLICATION TO BE DEALT WITH ON ITS MERITS.

(Contd)

WHERE PREMISES ARE PROPOSED FOR THE USE OF A SPECIFIED CLIENT, THE APPLICATION WILL BE DEALT WITH ON ITS MERITS IN RELATION TO THE NEEDS OF THE INTENDING OCCUPIER.

- A4.20.Intending applicants are advised to consult the local planning authority before the formal submission of a planning application.

A4.21. In all cases, adequate provision must be made for the parking and turning of service vehicles delivering or collecting goods to or from the premises.

A4.22. It is desirable to segregate service vehicle turning and parking areas from staff and visitor car parking.

B3 Cash and Carry Wholesale Warehouses

A4.23. Wholesale warehouses where goods are delivered in bulk, but removed in smaller quantities by customers, usually retailers, who provide their own transport. Customers are often limited to holders of identity cards issued by the wholesaler. Adequate parking and turning provision for service vehicles delivering goods to the warehouse will be necessary, but the needs of vehicles removing goods are met by the parking standard for customers.

B3 Standard

DEVELOPMENTS OF GROSS FLOORSPACE BELOW 5,500sq m:

FOR STAFF: A MINIMUM OF 3 CAR PARKING SPACES AND, IN ADDITION, ONE SPACE FOR EVERY 280 sq m GROSS FLOORSPACE.

FOR CUSTOMERS: A MINIMUM OF 5 CAR PARKING SPACES AND, IN ADDITION, ONE SPACE FOR EVERY 100sq m OF FLOORSPACE

PROPOSALS FOR DEVELOPMENT WITH A GROSS FLOORSPACE GREATER THAN 5,500sq m WILL BE CONSIDERED ON THEIR INDIVIDUAL MERITS.

A4.24. Intending developers are advised to consult the local planning authority before the submission of a planning application.

A4.25. In all cases, adequate provision shall be made for the parking and turning of service vehicles delivering goods to the premises.

B4 High Technology Industry

A4.26. Office/research/laboratory/production units, primarily in the fields of electronics, micro-engineering, pharmaceuticals and biochemistry. The flexibility of floorspace utilisation within a unit is taken into account in the parking standard.

A4.27. This standard is also applied to groups of high technology premises forming "science parks" or "technology parks".

B4 Standard

ONE CAR PARKING SPACE FOR EVERY 35sq m GROSS FLOORSPACE.

A4.28. Adequate provision must be made for the parking and turning of service vehicles delivering or collecting goods to or from the premises.

B5 Offices

A4.29.(i) General Offices
All office premises other than service offices, as defined below.

A4.30.(ii) Services Offices

Offices providing services direct to the public, who may be expected to visit the premises. Such premises include banks, building societies, estate agents, photocopying firms, solicitors, accountants and surveyors.

A4.31. Head offices or regional offices of banks, building societies etc., which are not generally visited by the public but deal mainly with information received by post or telecommunications are considered to be general offices.

B5 Standard

GENERAL OFFICES

ONE CAR PARKING SPACE FOR EVERY 30sq m GROSS FLOORSPACE. HOWEVER, WHERE OFFICES ARE TO BE BUILT TO THE REQUIREMENTS OF A SPECIFIC CLIENT WHOSE STAFFING AND VISITOR REQUIREMENTS ARE KNOWN, THE APPLICATION WILL BE CONSIDERED ON ITS INDIVIDUAL MERITS.

SERVICE OFFICES

ONE CAR PARKING SPACE FOR EVERY 25sq m GROSS FLOORSPACE.

A4.32. The Town and Country Planning (Use Classes) Order, 1987, as supplemented by the Town and Country Planning General Permitted Development Order, 1995, permits various changes of use without the need for the grant of specific planning permission. As a number of these changes of use are likely to result in greater traffic generation and the consequent increased need for car parking, the Local Planning Authority may pursue one of the following courses of action:

- (a) to require the provision of a standard of car parking appropriate to the use permitted by the above Orders which will give rise to the highest level of car parking; or
- (b) to require by legal agreement and/or planning conditions, the restriction of the permission to a specific use or uses, thereby obviating the flexibility allowed by the Use Classes Order and the General Permitted Development Order. The car parking provision would then need to relate to that specific use.
- (c) the use of legal agreements to require the safeguarding allowance of space within a site for extra car parking provision which shall be provided if a subsequent change of use requiring a greater parking provision occurs.

B6 Retail Stores and Shops

A4.33. All premises defined as a shop in the Town and Country Planning (Use Classes) Order. This category includes shops, supermarkets, superstores and hypermarkets. Also included are takeaway food outlets. Excluded from this category are certain types of non-food retail warehouse and garden centres.

A4.34. It is envisaged that lower levels of provision may be acceptable in town centre locations, more so for non-food stores. Account should be taken of the new traffic likely to be generated compared to that existing at a centre. Part (iii) of the Standard is based on out-

of-centre foodbased stores enjoying an average level of trading; a slightly higher ratio is likely to be justified for the largest of such schemes.

B6 Standard

FOR EACH SHOP UNIT PROPOSED, A MINIMUM OF ONE CAR PARKING SPACE AND, IN ADDITION

- (i) *FOR UNITS OF UP TO 499sq m GROSS FLOORSPACE*
ONE PARKING SPACE FOR EVERY 25sq m FLOORSPACE:
- (ii) *FOR UNITS OF 500sq m TO 1,999sq m GROSS FLOORSPACE:*
ONE PARKING SPACE FOR EVERY 20sq m FLOORSPACE.
- (iii) *FOR UNITS OF 2,000sq m GROSS FLOORSPACE AND OVER:*
ONE PARKING SPACE FOR EVERY 10 sq m FLOORSPACE

A4.35. In all cases adequate provision shall be made for the parking and turning of service vehicles delivering goods to the premises and, where appropriate, delivery vehicles operating from the premises.

B7 Retail Warehouses

A4.36. Non-food retail warehouses selling primarily bulky goods, including Do-It-Yourself (D.I.Y.), furniture, carpet and electrical retail warehouses.

A4.37. D.I.Y. units generate more traffic than other categories and a correspondingly higher parking provision is required.

A4.38. Where a retail warehouse also includes a garden centre, parking provision for the garden centre should be made in accordance with the appropriate standard.

A4.39. Within Retail Parks where several retail warehouses are to be grouped together on one site and there is an element of sharing of parking space, the more communal parking space there is, the lower the acceptable ratio of parking spaces to floorspace may be.

A4.40. The standards provided for retail warehouse units and retail warehouse parks are based on the assumption that the local planning authority will normally oppose the subsequent change of use of such units to general or food retailing.

B7 Standard

- (i) *D.I.Y. WAREHOUSES*

ONE CAR PARKING SPACE FOR EVERY 15sq m GROSS FLOORSPACE.

- (ii) *OTHER RETAIL WAREHOUSES*
ONE CAR PARKING SPACE FOR EVERY 30sq m GROSS FLOORSPACE.

- (iii) *RETAIL WAREHOUSE PARKS:*
PROVISION TO BE MADE ON THE BASIS OF THE EXPECTED COMPOSITION OF THE PARK AS BETWEEN D.I.Y. UNITS AND OTHERS IN ACCORDANCE

WITH (i) AND ABOVE; WHERE THIS IS NOT POSSIBLE THE STANDARD WILL BE ONE SPACE FOR EVERY 22.5sq m GROSS FLOORSPACE.

A4.41. In all cases adequate provision shall be made for the parking and turning of service vehicles delivering goods to the premises and, where appropriate, any delivery vehicles operating from the premises (i.e. vehicles delivering goods too bulky for transport in customers' own vehicles or vehicles available for hire by customers).

B8 Garden Centres

A4.42. Premises retailing plants, gardening and horticultural materials, supplies and equipment, including garden furniture and, as an ancillary use, supplies for pet animals.

A4.43. "Relevant area" is defined as the gross floorspace of any buildings plus open areas used for trading or display but excluding areas used for the production of plants and materials but closed to the public.

A4.44. Part (ii) of the standard is based on the busiest out-of-centre locations with good access from the road network. Lower standards may be acceptable according to location, variety of goods sold and expected usage.

B8 Standard

- (i) *CENTRES OF LESS THAN 1,000sq m RELEVANT AREA: ONE CAR PARKING SPACE FOR EVERY 35sq.m. OF COVERED RELEVANT AREA PLUS ONE SPACE FOR EVERY 50sq.m. OF UNCOVERED RELEVANT AREA.*
- (ii) *CENTRES OF 1000sq m RELEVANT AREA OR MORE: ONE CAR PARKING SPACE FOR EVERY 15sq.m. RELEVANT AREA.*

B9 Petrol Filling Station

A4.45. Premises supplying fuel, lubricants, etc. to motor vehicles, but not providing vehicle repair or overhaul facilities. These premises, by virtue of their function, contain car parking area sufficient for customer needs, but staff requirements should also be satisfied.

B9 Standard

SUFFICIENT CAR PARKING SPACE SHOULD BE PROVIDED TO MEET STAFF REQUIREMENTS. WHERE A SHOP IS INCORPORATED, EXTRA (Contd) PARKING PROVISION SHOULD BE MADE CLEAR OF THE FUEL PUMPS TO ACCOMMODATE THE ADDITIONAL TRAFFIC GENERATED.

B10 Service Garages

A4.46. Premises at which motor vehicles are repaired, overhauled or serviced in return for payment. Such premises may also include petrol filling station facilities and car sales space. Where a car sales area is included, separate parking provision should be made satisfactory to B11 below.

B10 Standard

WHERE THE NUMBER OF EMPLOYEES IS NOT KNOWN

A MINIMUM OF 4 CAR PARKING SPACES AND, IN ADDITION, ONE SPACE FOR EVERY 35sq.m. FLOORSPACE, EXCLUDING ANY CAR SALES DISPLAY AREA.

WHERE THE NUMBER OF EMPLOYEES IS KNOWN:
ONE CAR PARKING SPACE PER EMPLOYEE.

A4.47. Adequate provision shall be made for the parking and turning of service vehicles delivering or collecting goods, parts or vehicles to or from the premises.

B11 Car Sales Showrooms

A4.48. Showrooms or open display areas for the sale of motor vehicles. The standard relates only to staff and customer parking and not to vehicles displayed for sale, nor to the needs of service vehicles.

A4.49. The parking spaces should be clearly delineated from the display area and should not be used as additional display or storage area.

B11 Standard

A MINIMUM OF TWO CAR PARKING SPACES AND IN ADDITION, ONE SPACE FOR EVERY 45sq.m. OF THE AREA USED FOR THE DISPLAY OR STORAGE OF VEHICLES FOR SALE.

B12 Hotels and Motels

A4.50. Hotels, motels, boarding and guest houses. The standard is designed to meet the parking needs of both staff and guests. Adequate provision should be made for the parking and turning of service vehicles.

B12 Standard

ONE CAR PARKING SPACE PER GUEST BEDROOM AND ONE CAR PARKING SPACE PER STAFF BEDROOM.

A4.51. Where a restaurant open to non-residents or a room for public functions is provided, its car parking requirements should be assessed separately at the restaurant standard. However, when the surface area of the restaurant has been calculated, 1 sq.m. per guest bedroom may be subtracted therefrom before the restaurant standard is applied.

B13 Public Houses and Licensed Clubs

A4.52. Public houses, licensed clubs and bars whose prime function is the retail of drinks (accompanied by food, where appropriate) for consumption on the premises. The standard is designed to satisfy customer and staff parking requirements only. The public area includes all circulation and service space, e.g. corridors, toilets, etc.

B13 Standard

ONE CAR PARKING SPACE FOR EVERY 3 sq.m. OF COVERED PUBLIC FLOOR AREA

A4.53. Where an outside area for drinking (e.g. a beer garden) is also provided, additional parking may be required. Where the proprietor and/or any other staff are resident,

parking provision for them will be made at the normal standard for residential development.

B 14 Restaurants

A4.54. Restaurants, cafes and similar premises retailing prepared food for consumption on the premises by the general public (Excluded are roadside restaurants and transport cafes). The standard is designed to satisfy customer and staff car parking requirements only. Adequate provision should be made for the turning and parking of delivery vehicles.

A4.55. Where a restaurant offers a take-away service in addition to its restaurant function, the area provided for customers to order and await service shall be regarded as dining area for the purposes of calculating parking provision. Take-away food stores with no facilities for consumption of food on the premises are considered to be shops to which the appropriate parking standard applies.

B14 Standard

ONE CAR PARKING SPACE FOR EVERY 5 sq. m OF DINING AREA

A4.56. Where the proprietor and/or any other staff are resident, parking provision for them will be made at the normal standard for residential development.

B15 Roadside Restaurants

A4.57. Restaurants adjacent to inter-urban classified roads and primarily providing food and refreshments for road users. Often referred to as motorists' restaurants. Adequate provision should be made for the parking and turning of delivery vehicles.

B15 Standard

ONE CAR PARKING SPACE FOR EVERY 4 sq. m. OF DINING AREA.

B16 Transport Cafes

A4.58. Cafes catering principally for the needs of the drivers of commercial vehicles. Special parking provision is necessary for these establishments since the customers' vehicles are frequently heavy goods vehicles, which may require as much as 4 times the space required for a private car. Because of the character of the customer traffic, it is particularly important that parking spaces are suitably reinforced and metalled and it is essential that all vehicles should be able to enter the highway in forward gear.

B16 Standard

ONE LORRY SPACE OF DIMENSIONS 15m X 3m FOR EVERY 2 sq. m OF DINING AREA. THE VEHICLE PARKING AREA MUST BE PROVIDED WITH ADEQUATE ARRANGEMENTS TO ENABLE ALL VEHICLES TO ENTER AND LEAVE THE PUBLIC HIGHWAY IN FORWARD GEAR.

ONE CAR PARKING SPACE SHALL BE PROVIDED FOR EACH MEMBER OF STAFF NOT RESIDENT ON SITE.

Section C- Religious, Medical and Social Places

C1 Places of Worship

A4.59. Buildings for public worship or religious instruction. Where seating for worshippers is not provided, it will be necessary for the applicant to indicate to the local planning authority the number of worshippers likely to be present at any one time in order that agreement on a parking requirement may be obtained.

C1 Standard

ONE CAR PARKING SPACE FOR EVERY 10 SEATS OR PART THEREOF OR ONE CAR PARKING SPACE OR EVERY 10 sq. m WHICHEVER IS THE GREATER. WHERE THE BUILDING IS ALSO TO BE USED FOR FUNCTIONS OTHER THAN WORSHIP, THE STANDARD APPLICABLE TO PLACES OF ASSEMBLY WILL BE APPLIED.

C2 Hospitals

A4.60. General and specialised hospitals in both the public and private sectors. Excluding convalescent homes, nursing homes and sanatoria. Where a hospital includes a nurses' hostel the parking requirement for the hostel will be assessed separately by agreement with the local planning authority.

A4.61. Where out-patient facilities, casualty department or consulting rooms are provided, additional parking provision in accordance with the provisions for health centres, surgeries and clinics shall be made.

C2 Standard

ONE CAR PARKING SPACE PER DOCTOR OR SURGEON AND, IN ADDITION, A MINIMUM OF 2 PARKING SPACES FOR EVERY 3 BEDS OR ROOMS, WHICHEVER IS THE GREATER TO SERVE THE REQUIREMENTS OF OTHER STAFF AND VISITORS.

C3 Health Centres, Surgeries and Clinics

A4.62. Health centres, clinics and the surgeries of doctors, dentists, other medical specialists and veterinary surgeons in both public and private sectors. The standard assumes the operation of an appointment system. Where such a system is not in use, additional parking for patients (or persons accompanying patients) may be necessary. Where a practitioner is resident on the premises, parking for his/her household should be provided at the private residential standard and the parking space for the practitioner required below may be omitted.

C3 Standard

ONE CAR PARKING SPACE FOR EVERY PRACTITIONER (ie. DOCTOR, DENTIST ETC.), ONE CAR PARKING SPACE FOR EVERY 2 MEMBERS OF OTHER STAFF PRESENT AT THE BUSIEST TIME AND 2 VISITOR CAR PARKING SPACES FOR EACH CONSULTING ROOM.

C4 Day Care Centres For The Physically Handicapped

A4.63. This standard has a higher requirement than that applicable to certain other day centres (see below), reflecting the ownership of private vehicles by physically handicapped persons.

C4 Standard

ONE CAR PARKING SPACE FOR EVERY 2 MEMBERS OF STAFF AND ONE SPACE FOR EVERY 4 PERSONS ATTENDING.

A4.64. The parking spaces for persons attending should be of a minimum width of 3.2m.

C5 Day Centres For The Elderly

A4.65. Day care centres for the elderly. Where additional services such as Meals-on-Wheels are provided from the premises, adequate additional vehicle parking provision will be required. Where a number of persons attending a day centre is not known, parking provision should be calculated on the basis of the average number of persons expected to attend.

C5 Standard

ONE CAR PARKING SPACE FOR EVERY 2 MEMBERS OF STAFF, AND IN ADDITION ON SPACE FOR EVERY 8 PERSONS ATTENDING THE CENTRE WHERE A DAY CENTRE IS ALSO THE BASE FOR ADDITIONAL SERVICES, SUCH AS MEALS-ON-WHEELS, ADEQUATE ADDITIONAL PARKING PROVISION SHALL BE MADE.

C6 Other Day Care Centres

A4.66. Day centres other than those for the physically handicapped or elderly.

C6 Standard

ONE CAR PARKING SPACE FOR EVERY 2 MEMBERS OF STAFF.

C7 Family Centres

A4.67. Centres established by local government and/or voluntary organisations to provide counselling and help for families experiencing difficulties in family relationships and particularly where children are considered to be "at risk". Occasionally, overnight accommodation may be provided for individual young persons "at risk". Occasional use for other social service purposes (e.g. discussion groups) may occur. Although related to the number of staff, parking is intended for use by staff and visitors.

C7 Standard

ONE CAR PARKING SPACE FOR EVERY MEMBER OF FULL-TIME STAFF OR EQUIVALENT.

C8 Juvenile Justice Centres

A4.68. Centres established under the Criminal Justice Acts to provide counselling, educational and social activities for young persons under 16 years of age convicted of criminal offences not considered to warrant custodial sentence

C8 Standard

ONE CAR PARKING SPACE FOR EVERY 2 MEMBERS OF FULL-TIME STAFF OR EQUIVALENT.

Section D Places of Entertainment, Recreation and Community Uses.

D1 Places of Assembly

A4.69.Halls used as venues for meetings and formal entertainment (i.e. where ordered seating can permit relatively large numbers of people to be accommodated). Such buildings are generally adaptable to a wide variety of uses, through a spectrum from youth clubs and playgroups to formal political meetings. Within this category of development are church halls, village halls, parish halls, public halls and community centres.

A4.70.The use of such buildings is often largely outside the normal working day and, where this is the case and public car parking is in close proximity, it may be possible for this standard to be substantially relaxed at the discretion of the local planning authority.

D1 Standard

ONE CAR PARKING SPACE FOR EVERY 3 MEMBERS OF STAFF NORMALLY PRESENT, AND IN ADDITION, ONE SPACE FOR EVERY 4sq. m OF PUBLIC FLOORSPACE (EXCLUDING ANY TOILETS, STORE-CUPBOARDS, ETC.).

D2 Miscellaneous Cultural Buildings

A4.71.Craft centres, art galleries, museums and similar buildings.

D2 Standard

A MINIMUM OF 2 CAR PARKING SPACES WITH, IN ADDITION ONE CAR PARKING SPACE FOR EVERY 30sq. m OF PUBLIC FLOORSPACE.

D3 Public Entertainment Buildings

A4.72.Cinemas, theatres, bingo halls, concert halls, dance halls and discotheques. Many buildings in this category will be in urban centres where existing public car parks may be available and a specific car parking provision will not therefore be necessary. In the case of theatres and concert halls, additional parking provision may be required to accommodate performers and staff.

D3 Standard

ONE CAR PARKING SPACE FOR EVERY 4sq.m OF PUBLIC ACCOMMODATION (EXCLUDING TOILETS, ETC.).

A4.73.Where a cafeteria or restaurant open to the public is provided, additional parking at the appropriate standard shall be provided.

D4 Sports Grounds

A4.74.Sports grounds for outdoor recreation, including the playing of association football, cricket, golf (including golf driving ranges), hockey, lacrosse, rugby. football, tennis, shooting and archery. Calculation of the number of players should include substitute players, referees, umpires and other persons essential to the playing of the sport

concerned. Stadia to which spectators are admitted on payment will be assessed on their individual merits.

D4 Standard

ONE CAR PARKING SPACE FOR EVERY 2 PEOPLE TO USE THE PLAYING AREA(S) AT ANY ONE TIME.

A4.75. Where clubhouse facilities are provided, additional parking at licensed club standard shall be provided.

D5 Indoor Sports Centres and Leisure Centres

A4.76. Buildings used primarily for indoor physical recreation, including: Sport centres, Sports halls, Leisure centres, Ice rinks, Roller skating rinks, Snooker centres, Health and fitness centres, Gymnasias, Saunas.

A4.77. "Public area" excludes storage rooms, toilets and corridors except where corridors have a dual function as spectator galleries.

A4.78. Joint Use Sports Centres

Where sports centres have a joint use function, usually in association with schools or colleges, the parking requirement may be satisfied, in whole or in part, by the parking provision already made for the school/college. This should be agreed with the local planning authority.

A4.79. Specialised Sports Centres

Where a specialised sports centre is designed and built for exclusive use for a particular sport (e.g. indoor tennis centre, indoor bowls centre, equestrian centre), the parking requirement may be varied in relation to the number of people able to use the facility at any one time. See also standard below in relation to squash and badminton clubs.

D5 Standard

ONE CAR PARKING SPACE FOR EVERY 10sq. m OF PUBLIC AREA. SPACE SHOULD BE PROVIDED FOR 2 BUSES OR COACHES TO PARK WHEN REQUIRED.

A4.80. Where a licensed bar, restaurant, cafeteria, snack bar or clubroom is provided, additional parking at the appropriate standard should be provided.

D6 Squash Clubs and Badminton Clubs

A4.81. This standard applies to squash and badminton clubs which are purpose built and do not have a joint use function. Where a bar is provided, additional car parking is required and should be assessed at the licensed club standard.

D6 Standard

THREE CAR PARKING SPACES FOR EACH COURT.

A4.82. Where a bar is provided, additional parking shall be provided in accordance with the licensed club standard.

D7 Swimming Baths

A4.83. Swimming baths and swimming pools for public use or use by club members. "Public area" here includes both the surface area of the pool(s) and surrounding "dry" areas.

D7 Standard

ONE CAR PARKING SPACE FOR EVERY 10sq.m OF PUBLIC AREA. SPACE SHOULD BE PROVIDED FOR 2 BUSES OR COACHES TO PARK WHEN REQUIRED.

D8 Caravan Sites

A4.84. Residential caravan sites and mobile home sites and permanent holiday caravan sites.

D8 Standard

PROVISION SHALL BE MADE IN ACCORDANCE WITH THE CARAVAN SITE LICENCE CONDITIONS

D9 Marinas

A4.85. Marinas and similar recreational sailing establishments. Where other facilities open to the public such as, for example, shops, restaurants and bars are included, additional parking requirements should be assessed at the appropriate standard. Dual use of parking areas, providing for the laying-up of boats during the winter months, for example, should be encouraged where the uses will not conflict or cause congestion.

D9 Standard

ONE CAR PARKING SPACE FOR EVERY 2 MOORING BERTHS.

A4.86. Additional parking spaces for restaurants, bars, shops and similar facilities forming part of a marina but open to persons not using the berthing or mooring facilities shall be provided at the appropriate standards.

Section E - Places of Education .**E1 Schools and Colleges of Further Education**

A4.87. All Schools and colleges. Car parking standards for schools and colleges have been approved in principle by the County Council. Every proposal for a school must indicate the manner in which parking provision at the full County Council standard can be made. Parking to the Department of Education and Science code standard must be provided before any school is opened and if any problems occur in the locality of a school as a result of the inadequacy of parking facilities at the school, consideration will be given to further provision in accordance with the approved plans (i.e. towards the County Council standard). However, the County Council has resolved that this standard will be used with a reasonable degree of flexibility in the light of the circumstances of each case.

A4.88. Residential staff at schools should be provided with parking spaces at the normal residential standard.

A4.89. There will be instances where highway conditions are such that increased parking provision for visitors' cars may need to be provided. In the planning of the siting and

layout of roads serving new schools, provision for roadside parking should be considered.

E1 Standards

PRIMARY AND INFANT SCHOOLS

- (i) SPACE SHALL BE ALLOCATED IN THE LAYOUT TO PROVIDE ONE CAR SPACE FOR EACH FULL-TIME MEMBER OF TEACHING STAFF OR EQUIVALENT AND, IN ADDITION,
- (ii) ONE CASUAL PARKING SPACE SHALL BE ALLOCATED FOR EACH CLASSROOM SUBJECT TO A MAXIMUM OF 10 SPACES.

SECONDARY SCHOOLS

- (i) SPACE SHALL BE ALLOCATED IN THE LAYOUT TO PROVIDE ONE CAR SPACE FOR EACH FULL-TIME MEMBER OF TEACHING STAFF OR EQUIVALENT AND, IN ADDITION,
- (ii) ONE CASUAL PARKING SPACE SHALL BE ALLOCATED ON THE LAYOUT FOR EACH CLASS SUBJECT TO A MAXIMUM OF 20 SPACES.

IN PRIMARY AND SECONDARY SCHOOLS

- (i) A SUITABLE PART OF THE HARD PLAY AREA SHALL BE ALLOCATED AND SUITABLY CONSTRUCTED SO THAT IT CAN BE USED BY CARS ON SCHOOL OPEN DAYS OR WHEN THE SCHOOL IS USED (Contd).
FOR FURTHER EDUCATION OR COMMUNITY PURPOSES DURING THE EVENINGS OR AT THE WEEKEND.
- (ii) WHERE NECESSARY, ADEQUATE WAITING AND PARKING SPACE FOR LOCAL EDUCATION AUTHORITY BUSES, IN CERTAIN CIRCUMSTANCES BY MEANS OF A LAYBY, SHALL BE PROVIDED.

COLLEGES OF FURTHER EDUCATION

SPACE SHALL NORMALLY BE ALLOCATED IN THE LAYOUT FOR A CAR PARKING SPACE FOR EACH MEMBER OF STAFF AND ONE PARKING SPACE FOR EVERY SIX UNITS OF STUDENT CAPACITY.

GENERAL

PARTICULAR CIRCUMSTANCES WHICH MAY REQUIRE THE ALTERATION OF THE STANDARDS IN ANY SPECIFIC CASE SHOULD BE TAKEN INTO ACCOUNT AS FOR EXAMPLE THE RELATIONSHIP BETWEEN ANY SITE AND OTHER AVAILABLE PARKING FACILITIES AND THE AVAILABILITY OF PUBLIC TRANSPORT.

E2 Day Nurseries

A4.90. Day nurseries and nursery schools providing for the care, supervision and education of children of below school age.

E2 Standard

ONE CAR PARKING SPACE FOR EVERY FULL-TIME MEMBER OF STAFF OR EQUIVALENT.

A4.91. Where necessary, adequate waiting and parking space for visitors' or parents' cars, in certain circumstances by means of a layby, shall be provided.

E3 Libraries

A4.92. The provision of libraries is a function of the County Council, and taking account of this and the relative infrequency of applications for such buildings it is considered that a specific standard is not required.

E3 Standard

EACH APPLICATION WILL BE CONSIDERED ON ITS INDIVIDUAL MERITS. PARKING PROVISION APPROPRIATE TO THE LOCATION AND CIRCUMSTANCES OF A PARTICULAR APPLICATION WILL BE REQUIRED.

Appendix 5 Environmental Assessment

A5.1. The Town and Country Planning (Assessment of Environmental Effects) Regulations, 1988 and its subsequent amendments, provide guidance on when an Environmental Statement is required. For types of development listed in Schedule 1 of the Regulations it is mandatory that an Environmental Assessment is undertaken. Schedule 1 Projects include the development of crude oil refineries, thermal power stations, radioactive waste installations, cast iron and steel melting installations, installations for the treatment of asbestos, chemical plants, some roads and railway lines, ports and inland waterways.

A5.2. Schedule 2 Projects require Environmental Assessment if they are likely to have significant effects on the environment by virtue of their nature, size or location. There are three main types of Schedule 2 Projects that the Department of the Environment suggest may require an Environmental Assessment:

- (i) Major projects of more than local importance.
- (ii) Projects on a smaller scale which are proposed for particularly sensitive or vulnerable locations. Government guidelines define these areas as including:-
 - Sites of Special Scientific Interest
 - National Nature Reserves
 - Ancient Monuments
 - Sites of Major Archaeological Significance

Within Castle Point additional vulnerable or sensitive areas are likely to include:

- Other sites of particularly high nature conservation value.
 - Local Nature Reserves
 - The Conservation Area
 - Undeveloped Coastline
 - The Special Landscape Area
- (iii) Projects with unusually complex and potentially adverse environmental effects where expert and detailed analysis of those effects would be desirable and would be relevant to the determination of the planning application.

A5.3. Increasingly developers decide voluntarily to submit an Environmental Statement with a planning application in order to speed the progress of a development proposal and to establish at the outset the relevant environmental considerations pertaining to a given development and the steps the developers intend to take to minimise its impact. The Council welcomes the voluntary submission of Environmental Statements, but recommends that all developers contact the Council's planning department at an early stage where proposals are likely to fall within the above criteria. Further guidance on Environmental Assessment can be found in "The Essex Guide to Environmental Assessment", produced by the Essex Planning Officers' Association.

Appendix 6 Sites of Importance for Nature Conservation

A6.1. The following sites have been identified by the Essex Wildlife Trust as Sites of Importance for Nature Conservation (SINC's). Within these areas, the Council will give particular consideration to the protection of flora and fauna and their habitats. The Council's concern in this respect however is not restricted solely to these sites. In all cases where important wildlife habitats exist, the Council will take account of representations made by the appropriate wildlife and conservation bodies.

Woodland

North Benfleet Hall Wood	3.6 ha
Thundersley Oaks EWT N.C.A.	0.2 ha
Coombe Wood	7.9 ha
Mount Road Wood	4.2 ha
Thundersley Glen	13.5 ha
Thundersley Great Common Wood	5.1 ha
Nine Acre Wood	5.1 ha
West Wood	32.7 ha
Cottage Plantation and Rag Wood	7.0 ha
Starvelarks Wood	8.0 ha
Tile Wood East	6.8 ha
Great Wood and Dodd's Grove SSSI	37.3 ha
Pound Wood EWT Reserve	22.4 ha
Belfairs Park Wood	14.8 ha
Kents Hill Wood	0.6 ha
Thundersley Church Grove	0.3 ha
Coombe Wood Extension	3.9 ha
Jarvis Wood	1.5 ha
Shipwrights Wood Extension	3.1 ha
Badgers Way Wood	1.4 ha
Tile Wood West	7.3 ha
Coxall Wood	0.8 ha

Eastwood Old Road	0.6 ha
Pound Wood Extension	0.2 ha
Grassland	
Thirlmere Meadow	0.4 ha
Montgomery School Marshes	3.7 ha
West Canvey Marshes	270.8 ha
Benfleet Sewage Works Grasslands	4.6 ha
Fane Road Meadows	2.4 ha
Thundersley Flyover Special Roadside Verge	400.0 sq.m
Vicarage Hill Grasslands	15.4 ha
Reeds Hill Pasture	1.7 ha
The Chase Paddocks	5.1 ha
Thundersley Great Common South SSSI	4.0 ha
Shipwrights Meadow	1.2 ha
Hadleigh Castle Country Park Grassland SSSI	140.0 ha
Poors Lane Special Roadside Verge	100.0 ha
Oakwood Reservoirs	3.3 ha
Garrold's Meadow SSSI	5.0 ha
Northwick Reedbed and Grassland	21.4 ha
Canvey Village Marsh	36.5 ha
Rayleigh Weir Meadows	2.0 ha
Castle Farm/Hadleigh Castle Grasslands	76.2 ha
Heathland	
Thundersley Great Common North SSSI	5.0 ha

Mosaic Sites

Rushbottom Lane Meadow	3.1 ha
Hillview Stables Meadow	4.9 ha
Warren Chase Plotland	6.6 ha
Chase Nurseries Plotland	4.3 ha
Coastal	
North Canvey Saltmarsh	56.7 ha
Hadleigh Marsh Borrow Dyke and Sea Wall	14.5 ha
Benfleet and Southend Marshes SSSI	1960.0 ha
Two Tree Island Lagoon	1.9 ha

Appendix 7 Restriction of Permitted Development Rights in Sensitive Areas

A7.1. Within an area which may become the subject of an Article 4 Direction the Council will seek to restrict any or all of the following classes of permitted development, as defined by the relevant part of the Town and Country Planning General Permitted Development Order, 1995, or any subsequent amendment of that Order:

- (i) Temporary buildings and uses (Part 4).
- (ii) Caravan Sites (Part 5).
- (iii) Agricultural Buildings and Operations (Part 6).
- (iv) Forestry Buildings and Operations (Part 7).
- (v) Development by Statutory Undertakers (Part 17).
- (vi) Development by Telecommunications Code System Operators or other Telecommunications development (Parts 24 and 25).
- (vii) Use of land by members of certain Recreational Organisations (Part 27).

Appendix 8 Ancient Woodlands

A8.1. The following woodlands have been identified as Ancient Woodlands by O. Rackham, (The Ancient Woodland of England - The Woods of South-East Essex 1986):

- (i) Tile Wood (East)
- (ii) Shipwrights Wood
- (iii) Great Wood
- (iv) Dodds Grove
- (v) Coombe Wood
- (vi) Jarvis Wood (West)
- (vii) Pound Wood
- (viii) West Wood

Appendix 9 Restriction of Permitted Development Rights in the Conservation Area

A9.1. Within an area which may become the subject of an Article 4 Direction imposed under **Policy EC28** of this Written Statement, the Council will seek to restrict any or all of the following classes of permitted development, as defined by the relevant part of the Town and Country Planning General Development Order, 1988, or any subsequent amendment of that Order:

- (i) Development within the curtilage of a dwellinghouse (Part 1).
- (ii) Minor operations (Part 2).
- (iii) Changes of Use (Part 3).
- (iv) Temporary buildings and uses (Part 4).
- (v) Development by Telecommunications Code Systems Operators (Part 24).
- (vi) Other Telecommunications development (Part 25).

Appendix 10 List of Buildings of Special Architectural or Historic Interest
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Canvey Island

Dutch Cottage, Canvey Road	Grade II
No.6 (Dutch Cottage), Haven Road	Grade II
The Lobster Smack, Public House, Haven Road.	Grade II
Nos. 1, 1 A and 2 to 8 (consecutive), Haven Road, (Coastguard Cottages).	Grade II
Labworth Cafe, Eastern Esplanade.	Grade II

Benfleet

No. 241 (Shipwrights), Benfleet Road	Grade II*
No.106 (The Roundhouse), Benfleet Road	Grade II
Benfleet Water Tower, Benfleet Road	Grade II
The Anchor Inn, Essex Way	Grade II*
The former Pumping Station, High Road,	Grade II
Church of St. Mary the Virgin High Street,	Grade I
Table Tombs, south of the porch of St. Mary the Virgin, High Street,	Grade II
Headstones south east of the porch of St. Mary the Virgin, High Street,	Grade II
Nos. 25, 27 and 29 (The Half Crown Inn), High Street,	Grade II
Nos. 67 and 69, High Street,	Grade II
Hoy and Helmet Inn, High Street,	Grade II
Nos. 5 and 7, The Close,	Grade II
Street Lamp outside 7, The Close,	Grade II
Street Lamp outside 23, High Street, (The Close)	Grade II
Old Vicarage, Vicarage Hill,	Grade II

Hadleigh

Hadleigh Castle, Off Castle Lane	Grade I
St. James the Less Church, High Street,	Grade I
Milestone, London Road,	Grade II

Thundersley

Great Burches Farmhouse, Great Burches Road,	Grade II
Thundersley Hall, No. 192, Church Road.	Grade II
St. Peters Church, Church Road,	Grade II*
No. 325 Daws Heath Road,	Grade II
Nos. 96 and 98, Daws Heath Road, Daws Heath	Grade II
Nos. 8 and 10, Hart Road,	Grade II
Thundersley Lodge, Runnymede Chase,	Grade II
Jarvis Hall, Thundersley Park Road,	Grade II
Barn north of Jarvis Hall	Grade II
Cartlodge northeast of barn at Jarvis Hall	Grade II

Appendix 11 Local List of Buildings of Architectural or Historic Interest**The Castle Public House, High Street, Hadleigh**

Reason:- Locally of historic value - there has been an inn or 'pub' on this site since circa 1664. The present building probably dates back to 1725 in parts. The building was extended in 1924.

The Crown Public House, High Street, Hadleigh

Reason:- A good example of "railway" architecture, originally constructed circa 1769, but much extended in 1872. Renovated in 1985.

Nos. 12 and 14, High Street, Hadleigh

Reason:- Originally known as 'Ebenezer' and 'Green' cottages. Visually attractive, semidetached pair of timber clad cottages, dating to the 19th Century.

Nos. 31-33 Rectory Road, Hadleigh

Reason:- An attractive pair of late 19th Century timber clad cottages similar in appearance to Nos. 12 and 14 High Street.

Nos. 1-24 Florence Gardens, Hadleigh

Reason:- The group represents one of architectural unity with the retention of many of the original timber features. Visually attractive.

Park Farm House, Park Chase, Hadleigh

Reason:- A large, early Victorian farmhouse dating from approximately 1861. Interest lies in the fact that a dwelling has existed on, or adjacent to this site since circa 1234 when this site formed part of the royal park attached to Hadleigh Castle.

Seaview Terrace, Hadleigh

Reason:- An attractive frontage of Victorian dwellings displaying architectural unity and harmony. Despite the replacement of original windows with windows of modern materials, the pleasing proportions of the units have been maintained.

Sayers Farmhouse, Chapel Lane, Hadleigh

Reason:- Replacement timber-clad farmhouse, built circa 1870 on the site of former dwellings, believed to have been built on the site since the 15th Century. During the early part of this century, the farm was the main dairy serving the Salvation Army Colony.

Gas Lamp, St. James Church, Hadleigh

Reason:- Located to the south of the Porch, the lamp represents an example of a largely unaltered Victorian gas lamp which are rare within the Borough.

War Memorial, London Road, Hadleigh

Reason:- Monument - erected 1922, located in a public garden at the junction of London Road and Chapel Lane.

Harold House, London Road, Hadleigh

Reason:- An attractive red brick house with (chalk) quoins.

No. 185, Daws Heath Road, Hadleigh

Reason:- Former chapel of the Banyards (peculiar people) - a religious sect who appeared in this area circa 1852. This is the third chapel to be erected in the Daws Heath area, the two earlier chapels being demolished for redevelopment.

No. 137 Daws Heath Road, Hadleigh

Reason:- An attractive pair of farm labourer cottages, now occupied as one dwelling.

Sandpit Hill, Hadleigh

World War II Heavy Anti- Aircraft gun site (6th AA Division)

Reason:- Around 30 structures can still be identified on the site including a rare Operations Room /Generator Block. The site had both 4.5" and 5.25" gun emplacements, the latter of which are very rare in the county. Four emplacements were provided on the site.

Nos. 523 and 529, Rayleigh Road, Thundersley

Reason:-Two attractive, detached, turn-of-century houses displaying pleasing proportions.

Junction of St. Michaels Road and Bramble Road, Daws Heath

Street sign -

Reason:- Metal name sign, probably 1940's. A rare example of this type of sign in the Borough.

No. 209, Bramble Road , Daws Heath

Reason:- Buildings originally constructed circa 1910 for use as a Church Hall and house. Later used as a Sunday School. Finally converted to a dwelling in 1925.

No. 74, Essex Way "The Moorings", South Benfleet

Reason:- Mentioned on the Tithe Map of 1840, thought to have been part of the original workhouse for the parish of South Benfleet, the greater part of the house was demolished approximately thirty years ago.

No. 84, Essex Way, "Forge Cottage" South Benfleet

Reason:- Timber clad cottage, originally single storey, but recently extended. This dwelling forms a central element in a frontage of turn of the century dwellings. The idea that this may have been the site of the original blacksmith shop is currently being investigated.

Nos. 76-82, Essex Way, South Benfleet

Reason:- A terrace of originally four dwellings. Brick and rendered, but completing the attractive frontage of older properties between Grosvenor and Highcliff Roads. These dwellings together with the three other sites on Essex Way serve to retain some of the character of old Benfleet.

Nos. 86-92, Essex Way, South Benfleet

Reason:- A terrace of turn of the century timber clad cottages forming an attractive feature in the street scene.

War Memorial, Essex Way, South Benfleet

Reason:- Designed in 1919 by Sir Charles Nicholson and unveiled by Colonel C.W. Collingwood on the 30th May, 1920.

Nos. 43-51, High Street, South Benfleet

Reason:- A group of five dwellings, located within the Conservation Area and forming an attractive feature in a frontage which otherwise lacks residential interest.

The Close, South Benfleet

Reason:- A group of dwellings located within the Conservation Area, along the line of a medieval street. The area is one of pedestrian scale with attractive rendered and timber clad dwellings, retaining some of the character of Old Benfleet. Whilst with the exception of the building used as a Conservative Club, and the street lamp, none of the buildings are individually of great merit, their value lies in the group.

Jotmans Hall, South Benfleet

Site of a World War II Heavy Anti Aircraft Gun. Now Completely removed.

No. 15, Common Approach, Thundersley

Reason:- A pleasant example of early twentieth century Water Authority 'Station - houses'. Usually associated with a well or similar water source. The building is visually attractive and its relationship with the development of a piped water system in the Borough makes it of local interest.

No. 17, Chancel Close, Thundersley

Reason:- A pleasant example of early twentieth century Water Authority 'Station - houses'. Usually associated with a well or similar water source. The building is visually attractive and its relationship with the development of a piped water system in the Borough makes it of local interest.

Nos. 2 and 3, Beechcroft Road, Canvey Island

Reason:- "Dutch" Cottages dating from the 1920s/1930s. Although of no great historical merit, these cottages are of considerable architectural interest and represent a design that is peculiar to, and characteristic of, Canvey Island.

Ferndale Crescent, Canvey Island

Dutch Cottage

Reason:- As above.

Nos 1,3,5,7 Haven Road, Canvey Island

Reason:- Timber-framed cottages/shops in a prominent location. Although modern additions have altered their intrinsic character, they remain of considerable local historic/architectural importance and contribute to the appearance and character of the 'Dutch Village'.

No. 2, Haven Road and No 1, Canvey Road, Canvey Island

Reason:- Contemporary properties to the above which likewise contribute to the 'village' character, but which have unfortunately been marred by extensive alterations and the addition of small shop units to the front.

No. 9 Haven Road, Canvey Island

Reason:- Contemporary to the above properties. Again, of some importance in terms of local history and architecture but principally of merit in its contribution to the overall character of the area.

Bus Depot, Point Road, Canvey Island

Reason:- This structure is of considerable visual prominence and is of unusual architectural design - very much designed for a specific purpose. It now houses a transport museum.

Council Offices, Long Road, Canvey Island, (including Stepping Stones in forecourt).

Reason:- Predominantly Georgian structure with a history of civic uses. Barrel-vaulted chamber. Both historically and architecturally significant. The Stepping Stones were originally the only means of crossing Benfleet Creek on foot at low tide.

St. Katherine's Church, Canvey Road

Reason:- Built in 1874. Originally timber-framed, but rendered in the 1930s. Houses the Heritage Centre.

Northwick Road, Canvey Island

World War II Heavy Anti Aircraft Emplacement (6th AA Division).

Reason:- Site of 4 Octagonal gun emplacements with on site magazine bunker and command post. Also 12 accommodation huts.

Furtherwick Road, Canvey Island

World War II Heavy Anti Aircraft Emplacement (6th AA Division)

Reason:- Comprised of 6 gun emplacements, four octagonal and two square. Partially intact but buried. There is a possibility that this could be the site of the last remaining intact command post in the county.

APPENDIX 12 – Design and Layout Guidelines for Housing

A12.1. In accordance with **policy H17**, Chapter 4, this appendix establishes those aspects of design and layout to which the planning authority will have regard in considering all proposals for residential development.

A12.2. Planning applications for new development within the Conservation Areas or within the Green Belt will also be determined in accordance with the appropriate policies contained in Chapters 1 and 2 of the Plan.

A12.3. This Appendix is divided into four sections:-

- (i) The envelope and curtilage; which includes references to privacy and isolation space, and minimum garden areas;
- (ii) Services: which concerns access, general services and car parking provisions, where these differ from those established in **Appendix 4**.
- (iii) Amenity and Building Design, which concerns extensions, balconies and satellite dishes.
- (iv) Guidance applicable in particular areas only.

A12.4. For the purposes of the Local Plan residential development is divided into three forms:-

- a) Infill development on small sites.
- b) Comprehensive development
- c) Development in depth

A12.5. Infill and small sites are all sites capable of providing up to 12 dwellings in a traditional frontage form of development whilst Areas of Comprehensive Development are those proposals capable of providing 12 or more dwellings.

A12.6. Development in depth will comprise any number of dwellings where the intention is to create dwellings behind established residential frontages.

A12.7. Within the Local Plan the term "dwellings" as referred to above, does not include flats, hostels or sheltered accommodation.

THE ENVELOPE AND CURTILAGE

Frontages

A12.8. Minimum plot widths were originally introduced to achieve a more attractive, less physically cramped and more visually spacious form of development which could provide space around the building and reasonable internal spaces. Experience has shown however, that dwellings have grown to utilise the full width of the plot regardless of the character of the area. The imposition of minimum plot widths has therefore been ineffective, in isolation, in achieving a spacious appearance in the urban areas. This objective is better met through the provision of greater isolation spaces. Minimum plot width requirements do, however, provide a useful guide for developers, and it is intended

to retain these but to place greater emphasis on the need for development to reflect the character of the area. Consideration of the character of an area allows the introduction of flexibility which has a number of advantages:

- (i) It will introduce variety and interest into the street scene.
- (ii) It will allow smaller dwellings to be accommodated, thus facilitating the provision of a range of house types and size, and
- (iii) It would facilitate the provision of low cost housing.

A12.9. Reliance on the character of the surrounding area to determine appropriate plot widths is only achievable where such surrounding development exists. In comprehensive development areas an indigenous character may not exist and may have to be created. Under such circumstances in order to ensure a spacious built environment, a minimum frontage of 12.2m (40') will be sought for each dwelling.

SPG1-FRONTAGES

- (i) IN PROPOSALS FOR DEVELOPMENT IN DEPTH OR COMPREHENSIVE DEVELOPMENTS, A MINIMUM FRONTAGE OF 12.2m (40') SHALL BE PROVIDED FOR EACH DWELLING
- (ii) ALL PROPOSALS FOR INFILL DEVELOPMENT, WITH THE EXCEPTION OF DEVELOPMENT ON CORNER PLOTS, SHALL PROVIDE PLOT WIDTHS OF A SCALE IN KEEPING WITH THE CHARACTER OF THE SURROUNDING AREA. WHERE NO CLEARLY DISCERNIBLE CHARACTER EXISTS, A MINIMUM PLOT WIDTH OF 9.1m, (30') WILL BE REQUIRED.

Building Lines

A12.10. The front or side garden facing the highway is open to public gaze and its functions are to provide a setting for the building, circulation space and a buffer from pedestrians, vehicles, noise and fumes. Whilst it is not essential in all circumstances to set buildings back from the highway boundary, residential uses in normal development patterns require a buffer from the activity of the street and sufficient distance from the dwellings opposite to avoid intrusion on privacy.

A12.11. With all buildings, including extensions to existing buildings, it is essential that their setting is satisfactory and reflects the general townscape characteristics of the street or area in which they are situated and thus it is important to consider the relationship of new buildings to those adjoining and to the public spaces they help to enclose. In residential areas the major consideration will extend beyond those relationships to include any detrimental effect on the privacy and amenity of the occupiers of surrounding buildings.

A12.12. When the comprehensive development of large areas is undertaken the opportunity exists to create a townscape character by design which will itself set the acceptable building lines for that form of development. Quite different standards for building lines may be acceptable in these circumstances from those where new development is to be assimilated in an existing developed area.

SPG2 - BUILDING LINES

- (i) ALL NEW DEVELOPMENT SHALL PROVIDE A BUILDING LINE TO EACH STREET OR PUBLIC SPACE IT FRONTS WHICH WILL PROVIDE A

SATISFACTORY SETTING FOR THE BUILDINGS TO BE CONSTRUCTED APPROPRIATE TO IT'S SIZE, FUNCTION AND SITUATION. FLANK BUILDING LINES SHALL ACHIEVE A MINIMUM DISTANCE OF 3m (10') BETWEEN THE DWELLING AND THE SITE BOUNDARY.

- (ii) ALL NEW DEVELOPMENT WITHIN AN EXISTING STREET OR PUBLIC SPACE SHALL RESPECT THE ESTABLISHED BUILDING LINE OF THAT STREET OR PUBLIC SPACE AND NO PART OF THE NEW DEVELOPMENT INCLUDING CANOPIES, PORCHES OR BAY WINDOWS OR SIMILAR STRUCTURES SHALL ENCROACH UPON THE ESTABLISHED BUILDING LINE.

Rear Building Projections

A12.13.Existing dwellings can often be adversely affected by new development which extends significantly beyond the rear wall of dwellings, creating an oppressive and overdominant feature. In order to minimise the adverse impact of such development particular consideration will be given to the extent to which new development, either in the form of a new development or an extension to an existing development projects beyond the rear wall of adjoining properties.

SPG 3 - REAR BUILDING PROJECTION

IN ALL APPLICATIONS FOR DEVELOPMENT THE COUNCIL WILL HAVE PARTICULAR REGARD TO THE DEGREE TO WHICH NEW DEVELOPMENT EXTENDS BEYOND THE REAR WALLS OF ADJACENT PROPERTY. PROPOSALS WHICH WOULD RESULT IN EXCESSIVE OVERSHADOWING OR OVERDOMINANCE OF ADJOINING PROPERTIES WILL BE REFUSED.

Privacy and Dwellings

A12.14.Garden depths to both new and extended dwellings should reflect the scale and character of development in the surrounding area. However, due to the historic pattern of road layouts in parts of the Borough and particularly on Canvey island, some plots are of limited depth which in the past has led to the creation of shallow rear gardens and overlooking, particularly where new houses are built behind bungalows. In order to avoid excessive overlooking, guidance is needed to ensure the provision of satisfactory privacy within and adjacent to dwellings.

SPG 4 PRIVACY AND OVERLOOKING

- (i) IN ALL PROPOSALS FOR INFILL DEVELOPMENT, INCLUDING EXTENSIONS TO EXISTING DWELLINGS, GARDEN DEPTHS WILL RESPECT THE CHARACTER AND APPEARANCE OF THE SURROUNDING AREA. TWO STOREY PROPOSALS WHICH SEEK TO PROVIDE REAR GARDEN DEPTHS OF LESS THAN 9.1m (30') WILL BE REFUSED.
- (ii) IN ALL PROPOSALS FOR DEVELOPMENT IN DEPTH OR COMPREHENSIVE DEVELOPMENT, INCLUDING EXTENSIONS TO EXISTING DWELLINGS GARDEN DEPTHS WILL RESPECT THE CHARACTER AND APPEARANCE OF THE SURROUNDING AREA. TWO STOREY (Contd).
- (iii) PROPOSALS WHICH SEEK TO PROVIDE REAR GARDENS OF LESS THAN 15.2m, (50') WILL BE REFUSED.
- (iii) IN PROPOSALS FOR THREE STOREY DWELLINGS OR EXTENSIONS THERETO A MINIMUM DISTANCE OF 15.2m, (50') WILL BE PROVIDED

BETWEEN ANY HABITABLE ROOM WINDOW AT FIRST OR SECOND FLOOR AND THE SITE BOUNDARY.

- (iv) WHERE THE COUNCIL CONSIDER THAT THE APPLICATION OF PARAGRAPHS (i)-(iii) ABOVE WOULD NOT SECURE THE PRIVACY OF EITHER EXISTING OR NEW RESIDENTS BY REASON OF LOCAL TOPOGRAPHY OR ORIENTATION, SUCH PROPOSALS WILL BE CONSIDERED ON THEIR MERITS.
- (v) WHERE THE PROPOSED DEVELOPMENT OVERLOOKS A PUBLIC HIGHWAY OR LARGE AREA OF PUBLIC SPACE, OR WHERE HISTORIC DEVELOPMENT PRECLUDES SUCH PROVISION THE COUNCIL WILL CONSIDER ANY PROPOSAL FOR DEVELOPMENT ON ITS MERITS.

Privacy and Flats and Sheltered Accommodation

A12.15. In all forms of flat and sheltered housing accommodation where accommodation used extensively during the day is provided on the first floor or above, problems are experienced of overlooking of adjoining properties and gardens and the occupants of the flats themselves may be on view. In order to provide a satisfactory amount of privacy, a greater separation distance from other dwellings and gardens is required than may be necessary in other forms of housing, where living spaces are usually located at ground floor level. For the avoidance of doubt, "accommodation used extensively during the day" will not include bedrooms, bathrooms or ensembles.

SPG 5 PRIVACY - FLATS AND SHELTERED ACCOMMODATION

- (i) ALL PROPOSALS FOR FLATS AND SHELTERED HOUSING INCORPORATING HABITABLE ROOMS AT FIRST AND SECOND FLOOR LEVEL SHALL PROVIDE A MINIMUM ISOLATION SPACE OF 15.2m (50') BETWEEN ANY WINDOWS OR BALCONIES SERVING THOSE ROOMS AND THE SITE BOUNDARY AND 18.2m (60') BETWEEN ANY WINDOWS OR BALCONIES SERVING SUCH ROOMS ABOVE SECOND FLOOR LEVEL AND THE SITE BOUNDARY.
- (ii) WITHIN DEVELOPMENTS FOR FLATS AND SHELTERED HOUSING ACCOMMODATION, A MINIMUM DISTANCE OF 30.5m (100') SHALL BE MAINTAINED BETWEEN OPPOSING HABITABLE ROOM WINDOWS OR BALCONIES AT FIRST FLOOR LEVEL AND ABOVE IN ORDER TO PROTECT THE PRIVACY AND AMENITY OF RESIDENTS OF THE PROPOSED DEVELOPMENT.

Privacy and Nursing and Rest Homes

A12.16. Nursing and Rest Homes tend to make more intensive use of buildings than might normally be the case with other forms of development. The potential for overlooking and a loss of privacy in respect of both new and existing residents can be great.

A12.17. In order to ensure that appropriate levels of privacy are maintained the Council will seek the following space standards:-

SPG 6 - PRIVACY - NURSING AND REST HOMES.

- (i) ALL PROPOSALS FOR NURSING AND REST HOMES INCORPORATING HABITABLE ROOMS AT FIRST AND SECOND FLOOR LEVEL SHALL PROVIDE A MINIMUM ISOLATION SPACE OF 15.2m (50') BETWEEN ANY WINDOWS OR BALCONIES SERVING THOSE ROOMS AND THE SITE BOUNDARY AND

- 18.2m, (60') BETWEEN ANY WINDOWS OR BALCONIES SERVING THOSE ROOMS ABOVE SECOND FLOOR LEVEL AND THE SITE BOUNDARY;
- (ii) WITHIN THE DEVELOPMENT, A MINIMUM DISTANCE OF 30.5m (100') SHALL BE MAINTAINED BETWEEN OPPOSING HABITABLE ROOM WINDOWS OR BALCONIES AT FIRST FLOOR LEVEL AND ABOVE IN ORDER TO PROTECT THE PRIVACY AND AMENITY OF RESIDENTS OF THE PROPOSED DEVELOPMENT.

Privacy and Hostels

A12.18. Hostels tend to make more intensive use of buildings than might normally be the case with other forms of development. The potential for overlooking and a loss of privacy in respect of both new and existing residents can be great.

A12.19. In order to ensure that appropriate levels of privacy are maintained the Council will apply the following standards:

SPG 7 - PRIVACY - HOSTELS

ALL PROPOSALS FOR HOSTELS INCORPORATING HABITABLE ROOMS AT FIRST AND SECOND FLOOR LEVEL SHALL PROVIDE A MINIMUM ISOLATION SPACE OF 15.2m, (50') BETWEEN ANY WINDOWS OR BALCONIES SERVING THOSE ROOMS AND THE SITE BOUNDARY AND 18.2m, (60') BETWEEN ANY WINDOWS OR BALCONIES SERVING THOSE ROOMS ABOVE SECOND FLOOR LEVEL AND THE SITE BOUNDARY.

WITHIN THE DEVELOPMENT, A MINIMUM DISTANCE OF 30.5m, (100') SHALL BE MAINTAINED BETWEEN OPPOSING HABITABLE ROOM WINDOWS OR BALCONIES AT FIRST FLOOR LEVEL AND ABOVE IN ORDER TO PROTECT THE PRIVACY AND AMENITY OF RESIDENTS OF THE PROPOSED DEVELOPMENT.

External Staircases

A12.20. In respect of all forms of development the provision of external staircases in development will be resisted by the Borough Council, as these tend to be visually obtrusive and can create daylighting and overlooking problems. In particular, primary access to residential accommodation via an unprotected external staircase to units above ground floor level will not be permitted. Only where an external staircase is required to conform with means of escape regulations or to provide access to rear garden areas from upper floor flats in conversion schemes, where an alternative arrangement is not feasible, will the Borough Council consider allowing external staircases. However, such access to the rear garden will not be permitted where the staircase is likely to affect adversely the amenities of the housing units themselves and/or adjoining properties.

Isolation Spaces for Dwellings

A12.21. On narrow plots, the provision of 1 m isolation space at first floor on both sides and on one side at ground floor is considered to provide sufficient isolation space around the dwelling, however the provision of larger plots has in the past tended to result in the creation of very wide dwellings and the desired greater space around the building has not materialised as developers continue to develop to within 1 m of the plot boundaries. The creation of a very large single mass on a plot can often be more visually overdominant than a number of smaller dwellings, and the larger dwelling can actually result in the creation of less space around the buildings in the street scene.

A12.22. In order to avoid this, and to ensure that larger dwellings are provided with an adequate setting, in character with the surrounding area, the provision of greater isolation spaces within the site will be sought.

A12.23. Perception of spaciousness is diminished when that space is dominated by tall buildings. Greater isolation spaces will be sought where buildings are in excess of two storeys high.

SPG 8 - ISOLATION SPACES - PLOTS LESS THAN 10.15m, (33'3") WIDE

ON PLOT WIDTHS OF LESS THAN 10.15m, (33'3"), A MINIMUM SPACE OF 1m (3'3") SHALL BE PROVIDED BETWEEN THE PLOT BOUNDARIES AND THE STRUCTURE AT FIRST FLOOR INTO WHICH THERE SHALL BE NO PROJECTIONS, AT GROUND FLOOR LEVEL THIS PROVISION MAY BE REDUCED ON ONE SIDE ONLY IN ORDER TO ACCOMMODATE A GARAGE ON THE SITE.

SPG 9 - ISOLATION SPACES ON PLOTS OF 10.15m, (33'3") WIDTH OR GREATER

ISOLATION SPACES BETWEEN ANY NEW DWELLING OR EXTENSION TO AN EXISTING DWELLING AND THE PLOT BOUNDARIES SHALL REFLECT THE CHARACTER OF THE SURROUNDING AREA. PROPOSALS WHICH SEEK TO PROVIDE LESS THAN 1m, (3'3") BETWEEN THE PLOT BOUNDARY AND THE STRUCTURE AT GROUND AND FIRST FLOOR, WILL BE REFUSED.

WHERE NO CLEARLY DISCERNIBLE CHARACTER EXISTS, ISOLATION SPACES EQUIVALENT TO 25% OF THE WIDTH OF THE PROPOSED DWELLING SHALL BE PROVIDED WITH A MINIMUM OF 1m, (3'3") PROVIDED BETWEEN THE PLOT BOUNDARY AND THE DWELLING STRUCTURE ON BOTH SIDES.

SPG 10 ISOLATION SPACES: DWELLINGS IN EXCESS OF TWO STOREYS

IN ALL PROPOSALS FOR DWELLINGS IN EXCESS OF TWO STOREYS HIGH A MINIMUM SPACE OF 3m, (10') SHALL BE MAINTAINED BETWEEN THE STRUCTURE AND THE PLOT BOUNDARY INTO WHICH THERE SHALL BE NO PROJECTION.

A12.24. In **SPG8** and 10 reference to "dwelling" shall include pairs of semi-detached houses and terraced properties. In such cases, the plot width of the proposed dwellings will be identified as that occupied by the structure rather than the individual units and will provide the basis for the calculation of appropriate isolation spaces.

A12.25. In order to ensure the provision of adequate flank building lines, development on corner plots will be considered in the light of **SPG2**.

A12.26. For the purposes of the Local Plan a dwelling of two storeys would comprise a ground floor and first floor.

Isolation spaces for flats, hostels, sheltered accommodation, nursing and rest homes.

A12.27. Buildings for flats, hostels, sheltered accommodation, nursing and rest homes usually take the form of more massive buildings than are normally found in the urban areas of the Borough. In order to ensure that these larger elements integrate well in the existing urban fabric it is essential that due respect is paid to both front and rear building lines and the provision of space around the buildings.

SPG 11 SPACE AROUND THE BUILDING

IN ALL PROPOSALS FOR FLATS, HOSTELS, SHELTERED HOUSING, NURSING AND REST HOMES:

- (i) SUITABLE BUILDING LINES SHALL BE PROVIDED WHICH CREATE A SATISFACTORY RELATIONSHIP BETWEEN THE PROPOSED DEVELOPMENT AND ADJACENT ROADS, PROVIDE A SATISFACTORY SETTING FOR THE BUILDING AND ENSURE THAT THE PROPOSED BUILDING DOES NOT DOMINATE ITS NEIGHBOURS OR CREATE AN OBTRUSIVE OR UNATTRACTIVE FEATURE APPEARING INCONGRUOUS OR OUT OF PLACE IN THE STREET SCENE.
- (ii) ISOLATION SPACES EQUIVALENT TO 25% OF THE WIDTH OF THE PROPOSED STRUCTURE SHALL BE PROVIDED WITH A MINIMUM OF 1m, (3'3") PROVIDED BETWEEN THE PLOT BOUNDARY AND THE STRUCTURE ON BOTH SIDES.
- (iii) IN ALL PROPOSALS HAVING A FORM IN EXCESS OF TWO STOREYS HIGH A MINIMUM SPACE OF 3m, (10') SHALL BE MAINTAINED BETWEEN THE STRUCTURE AND THE PLOT BOUNDARY INTO WHICH THERE SHALL BE NO PROJECTION.

Private Amenity Areas

A12.28. In order to provide space around the building, setting for the dwellings, meet the outdoor needs of the family - sitting out, protected children's playspace, drying area and bulky storage, and opportunities for limited gardening, it is essential to ensure that an adequate area of private amenity area (garden) is provided for each dwelling.

A12.29. Amenity areas are often reduced to a level below that considered acceptable in the light of the functions of a private garden by the provision of garages within it, and extensions to the dwelling. In order to retain sufficient garden area, whilst allowing for a reasonable increase in the size of the dwelling, the following advice will be applied in respect of all dwellings:

SPG 12 PRIVATE AMENITY AREA TO DWELLINGS OTHER THAN ONE BEDROOM BUNGALOWS.

ALL DWELLINGS, OTHER THAN ONE BEDROOM BUNGALOWS, WILL BE EXPECTED TO BE PROVIDED WITH A PRIVATE AMENITY AREA OF 121 sq.m. (1300 sq.ft.) WHERE A SEPARATE GARAGE OR GARAGE SPACE IS PROVIDED, OR 149 sq.m. (1600 sq.ft.) IN ANY OTHER CASE. WHERE SUCH PROVISION IS NOT MADE THE COUNCIL WILL IMPOSE A CONDITION ON THE CONSENT RESTRICTING THE ERECTION OF GARAGES WITHIN THE PRIVATE AMENITY AREA AND PERMITTED DEVELOPMENT RIGHTS IN RESPECT OF CLASS A, OF PART 1 OF SCHEDULE 2 OF THE TOWN AND COUNTRY PLANNING GENERAL PERMITTED DEVELOPMENT ORDER, 1995, OR ANY SUBSEQUENT AMENDMENT TO THE ORDER. WITH THE EXCEPTION OF ONE BEDROOM BUNGALOWS, PROPOSALS WHICH SEEK TO PROVIDE LESS THAN 93 sq.m. (1000 sq.ft.) WILL BE REFUSED.

IN ALL CASES, THE PRIVATE AMENITY AREA SHOULD BE SUITABLY ENCLOSED AND SCREENED AND PROVIDED IN A USABLE AREA WHICH WOULD NOT INCLUDE NARROW SPACES INCAPABLE OF USE FOR SITTING OUT. AREAS

BETWEEN THE BUILDING AND THE HIGHWAY WILL NOT BE CONSIDERED ACCEPTABLE.

Private Amenity Areas for One Bedroom Bungalows

A12.30. One bedroom bungalows may be provided on plots 9.1m, (30') wide and 18.2m (60') deep. These small dwellings tend to have lower occupancy rates than larger dwellings and consequently have less requirement for a minimum private amenity area of 93 sq.m. (1000 sq.ft.). In these cases, the Council will require the provision of a minimum of 70 sq.m. (750 sq.ft.) of private amenity area.

A12.31. In order to ensure the maintenance of a private amenity area commensurate with the level of living accommodation available, a condition restricting permitted development rights will be imposed on any consent.

SPG 13 GARDEN AREAS FOR ONE BEDROOMED BUNGALOWS

- (i) IN THE CASE OF ONE BEDROOM BUNGALOWS ON 9.1m X 18.2m, (30'X 60') PLOTS, A MINIMUM PRIVATE AMENITY AREA OF 70 sq.m. (750 sq.ft.) SHALL BE PROVIDED. IN ORDER TO RETAIN THIS PROVISION, THE COUNCIL WILL IMPOSE A CONDITION ON SUCH CONSENTS RESTRICTING THE ERECTION OF GARAGES WITHIN THE PRIVATE AMENITY AREA AND PERMITTED DEVELOPMENT RIGHTS IN RESPECT OF DEVELOPMENT IN CLASSES A, B AND C OF PART 1 OF SCHEDULE 2 OF THE TOWN AND COUNTRY PLANNING GENERAL PERMITTED DEVELOPMENT ORDER, 1995, OR ANY SUBSEQUENT AMENDMENT TO THE ORDER.
- (ii) WHERE ONE BEDROOM BUNGALOWS ARE PERMITTED ON LARGER PLOTS WHERE GREATER ACCOMMODATION MAY BE PROVIDED IN THE FUTURE, A MINIMUM PRIVATE AMENITY AREA SHALL BE PROVIDED TO THE PROPERTY IN ACCORDANCE WITH **SPG 12** ABOVE.

A12.32. Details of development included in Classes A, B and C of the above Order are contained in **Appendix 3** to the Plan.

Private Amenity Area for Flats and Sheltered Accommodation and Age Restricted Schemes for the Independent Elderly

A12.33. The private amenity requirements of the occupants of flats and sheltered and age restricted accommodation for the elderly differ significantly from the requirements of normal family housing where the provision of a separate amenity area of a specified minimum size is essential. Flats and sheltered/age restricted schemes are usually occupied by fewer or less active persons and their private amenity space requirements are usually more easily provided in communally maintained gardens incorporating sitting-out and drying areas. It is appropriate therefore to provide a smaller area of private amenity space for such units than is required for family dwellings

A12.34. In addition to the provision of large communal areas, private balconies can also provide a valuable sitting-out area and will be encouraged in appropriate cases.

SPG 14 PROVISION OF AMENITY SPACE: FLATS, SHELTERED AND AGE RESTRICTED ACCOMMODATION

- (i) ALL PROPOSALS FOR FLATS SHALL PROVIDE A MINIMUM PRIVATE AMENITY SPACE OF 25 sq.m. (275 sq.ft.) FOR EACH ONE OR TWO BEDROOMED FLAT AND 37 sq.m. (400 sq.ft.) FOR EACH FLAT HAVING MORE THAN TWO BEDROOMS. IN APPROPRIATE CASES, THE COUNCIL WILL ENCOURAGE THE PROVISION OF PRIVATE BALCONIES TO EACH FLAT.

- (ii) ALL PROPOSALS FOR SHELTERED AND AGE RESTRICTED ACCOMMODATION, BECAUSE OF THE EXPECTED LOWER ACTIVITY RATES, SHALL BE PROVIDED WITH A MINIMUM AMENITY SPACE OF 20 sq.m. (215 sq.ft.) FOR EACH DWELLING PROVIDED FOR THE ELDERLY. AMENITY SPACE FOR STAFF ACCOMMODATION SHALL BY PROVIDED IN ACCORDANCE WITH CRITERIA ESTABLISHED IN PARAGRAPH (j) ABOVE.
- (iii) SUCH PROVISION TO BE MADE IN A COMMUNAL AREA SUITABLY LANDSCAPED, ENCLOSED AND SCREENED AND PROVIDED IN A USABLE AREA, WHICH WOULD NOT INCLUDE NARROW SPACES INCAPABLE OF USE FOR SITTING OUT. AREAS BETWEEN THE BUILDING AND THE HIGHWAY WILL NOT BE ACCEPTED.
- (iv) IN ALL PROPOSALS INCLUDING COMMUNAL AMENITY AREA PROVISION AND LANDSCAPED AREAS BETWEEN THE BUILDINGS AND THE HIGHWAY, PROPOSALS FOR THE MAINTENANCE OF THE AMENITY AREA SHALL BE THE SUBJECT OF AN AGREEMENT UNDER S.106 OF THE TOWN AND COUNTRY PLANNING ACT 1990, OR ANY SUBSEQUENT AMENDMENT THERETO.

A12.35. For the purposes of development control the outer edge of the balcony shall be construed in the same manner as a window, and minimum isolation spaces, as identified in **SPG5**, shall be provided thereto.

Private Amenity Space for Nursing and Rest Homes

A12.36. The occupants of these homes tend to be less active and have less need of play areas, drying areas and areas for gardening. However, open areas are likely to be utilised for passive purposes. In such circumstances where it can be demonstrated that activity levels on the site will be restricted because of the age structure or physical disabilities of the proposed occupants, a lesser provision than that required for flats and sheltered accommodation may be acceptable. In such circumstances however conditions restricting the age of occupants may be imposed.

SPG 15 NURSING AND REST HOMES - AMENITY SPACE

- (i) WITHIN RESIDENTIAL HOMES AND NURSING HOMES EACH BEDSPACE FOR AN ELDERLY PERSON SHALL BE PROVIDED WITH AN AMENITY AREA OF 15 sq.m. (160 sq.ft.). SUCH PROVISION TO BE MADE IN A COMMUNAL AREA, SUITABLY LANDSCAPED ENCLOSED AND SCREENED AND PROVIDED IN A USABLE AREA WHICH WOULD NOT INCLUDE NARROW SPACES INCAPABLE OF USE FOR SITTING OUT. AREAS BETWEEN THE BUILDING AND HIGHWAY WILL NOT BE ACCEPTED.
- (ii) PROVISION SHALL BE MADE FOR RESIDENT STAFF IN ACCORDANCE WITH THE PROVISIONS OF **SPG12** OR **SPG14** AS APPROPRIATE.

Hostels and Amenity Space

A12.37. In all proposals for hostel accommodation, the Council will seek the provision of amenity space in accordance with the following:-

SPG 16 HOSTELS AND AMENITY SPACE

IN ALL PROPOSALS FOR HOSTEL ACCOMMODATION A MINIMUM PRIVATE AMENITY AREA OF 15sq.m.(160sq.ft.) SHALL BE PROVIDED FOR EACH BEDSPACE, SUCH SPACE TO BE PROVIDED IN A COMMUNAL AREA, SUITABLY LANDSCAPED, ENCLOSED AND SCREENED AND PROVIDED IN A USABLE AREA WHICH WOULD NOT INCLUDE NARROW SPACES INCAPABLE OF USE FOR SITTING OUT. AREAS BETWEEN BUILDING AND THE HIGHWAY WILL NOT BE ACCEPTED. IN ALL PROPOSALS INCLUDING COMMUNAL AMENITY PROVISION AND LANDSCAPED AREAS BETWEEN THE BUILDING AND HIGHWAY, PROPOSALS FOR MAINTENANCE OF THE AMENITY AREA SHALL BE THE SUBJECT OF AN AGREEMENT UNDER S.106 OF THE TOWN AND COUNTRY PLANNING ACT 1990 OR ANY SUBSEQUENT AMENDMENT THERETO.

SERVICES

Access

A12.38. In all proposals for residential development it is essential that a proper means of access which is safe, convenient and pleasant, for both motorists and pedestrians is provided.

A12.39. In all proposals where a new access is created into a site, the Council will give consideration to the provisions of the Department of Transport document Design Brief 32 (DB 32) and will expect the following guidelines to be achieved:

SPG 17 VEHICULAR ACCESS

- (i) WHERE A NEW VEHICULAR ACCESS INTO A SITE IS CREATED IT SHALL BE PROVIDED FROM A ROAD CONSTRUCTED TO ADOPTED STANDARDS AND SHALL BE DESIGNED TO ADOPTION STANDARDS, WITH A MINIMUM WIDTH OF 5.5m, (18') AND ADEQUATE SIGHT LINES, SEGREGATED (Contd). PEDESTRIAN ACCESS AND ADEQUATE PROVISION FOR VISITOR PARKING AND SERVICING FACILITIES. NARROW CONTRIVED ACCESSES, SITED BETWEEN EXISTING FRONTAGE DEVELOPMENT, WHICH ARE ALIEN TO THE CHARACTER AND FORM OF THE EXISTING DEVELOPMENT PATTERN OF THE AREA WILL BE REFUSED.
- (ii) WHERE NEW ACCESS ROADS ARE PROVIDED BETWEEN EXISTING OR NEW DWELLINGS ON AN EXISTING ROAD FRONTAGE, SUFFICIENT SPACE SHALL BE PROVIDED BETWEEN THE FLANK WALLS OF THOSE DWELLINGS AND THE HIGHWAY BOUNDARY TO PROVIDE A SATISFACTORY SETTING FOR THE DWELLINGS AND TO LIMIT THE IMPACT OF THE ROAD ON THE AMENITY OF THOSE DWELLINGS. THE COUNCIL WILL SEEK TO ENSURE THAT DISTANCES OF 3m, (10') MINIMUM ARE PROVIDED.
- (iii) ADEQUATE SCREENING SHALL BE PROVIDED TO THE GARDENS OF DWELLINGS WHICH FLANK ONTO ANY NEW ACCESS ROAD, DETAILS OF WHICH SHALL BE SUBMITTED AT THE DETAILED APPROVAL STAGE IN ORDER THAT A PROPER ASSESSMENT OF THE PROPOSAL CAN BE MADE.

Tandem Development

A12.40. Tandem development consisting of the development of a dwelling immediately behind another and sharing the same access is an unacceptable form of development because of the problems such development gives rise to by virtue of the inadequate provision of access to the dwelling to the rear and the disturbance and loss of privacy suffered by the dwelling at the front of the site. Such development will be refused.

SPG 18 - TANDEM DEVELOPMENT

PROPOSALS FOR TANDEM DEVELOPMENT WILL BE REFUSED.

Car Parking

A12.41. All proposals for residential development must provide adequate, convenient and visually satisfactory off street car parking for both residents and visitors, such parking must be provided prior to the occupation of the dwelling and clear of the carriageway, footway and junction sight splays.

A12.42. The provision of off-street car parking for dwellings, flats and sheltered accommodation shall be in accordance with the standards set out in **Appendix 4** to this Plan. All other residential parking standards are contained below:

On-Street and Front Garden Parking

A12.43. Within the urban area, the character and appearance of a street can be marred by the proliferation of vehicles parked on the street and in front of the dwellings. The Council cannot control the formation of hardsurfaces within the curtilage of existing dwellings in many cases, however the provision of car parking and surfaced areas within the curtilage of dwellings may be controlled where it is considered that such provision would be detrimental to the visual amenities, character or appearance of the dwelling or street scene.

SPG 19 PARKING

PROPOSALS WHICH RELY SOLELY ON THE USE OF THE AREA BETWEEN THE DWELLING AND THE HIGHWAY FOR CAR PARKING PROVISION WILL BE REFUSED AND IN APPROPRIATE CASES THE COUNCIL WILL IMPOSE A CONDITION ON ANY CONSENT RESTRICTING PERMITTED DEVELOPMENT RIGHTS IN RESPECT OF DEVELOPMENT IN CLASS F OF THE TOWN AND COUNTRY PLANNING GENERAL PERMITTED DEVELOPMENT ORDER 1995, OR ANY SUBSEQUENT AMENDMENTS TO THE ORDER.

A12.44. **Appendix 3** contains details of Class F of the above Order.

Car Parking Provision for Flats, Age Restricted Schemes and Sheltered Accommodation

A12.45. In all proposals for flats, age restricted schemes and sheltered accommodation it is essential to ensure that adequate off-street parking provision is made to meet the needs of the occupants and visitors and to ensure vehicles are parked clear of the highway in order to provide maximum highway safety for vehicles and pedestrians.

A12.46. The provision of car parking areas to serve such development can give rise to particular problems. It leads to a concentration of activity and traffic movements which can produce problems of noise and disturbance for occupiers of adjoining dwellings.

A12.47. Proposals which rely solely on the use of the whole of the frontage for parking purposes or are dominated by car parking provision are visually detrimental to the street scene and the setting of the building, and may have an undue effect on the occupiers of the neighbouring dwellings by reason of the intensity of the traffic movements. Such development will not be allowed.

A12.48.If the parking and servicing areas are situated to the rear of the buildings and the access to those areas is alongside the garden of adjoining dwellings similar problems of noise and disturbance can occur. In order to avoid an undue adverse impact on adjoining residents, it is essential that all carparks are adequately screened to minimise the effects of noise and disturbance.

SPG 20 - CAR PARKING PROVISION - FLATS, AGE RESTRICTED SCHEMES AND SHELTERED ACCOMMODATION

IN ALL PROPOSALS FOR FLATS, AGE RESTRICTED SCHEMES AND SHELTERED HOUSING ACCOMMODATION THE CAR PARKING AREA AND ACCESS TO IT SHALL BE SITED AND ADEQUATELY SCREENED TO MINIMISE THE EFFECTS OF NOISE AND DISTURBANCE TO ADJOINING OCCUPIERS. PROPOSALS FOR FLATS, AGE RESTRICTED SCHEMES AND SHELTERED HOUSING ACCOMMODATION WHICH RELY MAINLY ON THE USE OF THE WHOLE OF THE OPEN AREA BETWEEN THE HIGHWAY AND THE BUILDING FOR THE PROVISION OF PARKING, OR ARE VISUALLY DOMINATED BY CAR PARKING PROVISION ELSEWHERE ON THE SITE WILL BE REFUSED IN ALL PROPOSALS FOR FLATS, AGE RESTRICTED SCHEMES AND SHELTERED ACCOMMODATION, AN ADEQUATE MEANS OF SERVICE PROVISION SHALL BE MADE WITHIN THE SITE, OF A SUITABLE SIZE AND MEANS OF CONSTRUCTION TO ACCOMMODATE THE TURNING MOVEMENTS OF THE SERVICE VEHICLES THAT MAY VISIT THE SITE. THE SERVICE AREAS PROVIDED SHALL BE SITED AND SCREENED TO MINIMISE THE EFFECTS OF NOISE AND DISTURBANCE TO ADJOINING OCCUPIERS.

A12.49.In schemes providing for the independent elderly, the application of normal car parking standards may result in an overprovision of car parking facilities. Provided the developer is willing to enter into a legal agreement with the Council restricting the age of occupants to a minimum of 60 years, a reduction in car parking provision is appropriate. Such schemes will be referred to as "Age Restricted Schemes."

SPG 21 CAR PARKING: AGE RESTRICTED SCHEMES

WITHIN ANY "AGE RESTRICTED SCHEME" WHERE THE DEVELOPER HAS ENTERED INTO AN AGREEMENT UNDER S.106 OF THE TOWN AND COUNTRY PLANNING ACT 1990 (OR ANY SUBSEQUENT AMENDMENT THERETO): RESTRICTING THE AGE OF OCCUPANTS TO A MINIMUM OF 60 YEARS, FLATS FOR THE INDEPENDENT ELDERLY, IN ADDITION TO THE PROVISIONS OF **SPG 20** SHALL BE PROVIDED WITH ONE CAR PARKING SPACE PER DWELLING, PLUS ONE SPACE FOR EVERY TWO DWELLINGS FOR VISITORS.

Car Parking for Affordable Housing

A12.50.A survey of low-cost and rented accommodation within the Borough has suggested that persons living in 'affordable' housing still have access to motor vehicles. Provision for the parking of such vehicles within the curtilage of the dwelling must be provided. In all such proposals therefore (excluding flats which are the subject of other guidance) the Council will apply the following advice:-

SPG 22 - CAR PARKING FOR AFFORDABLE HOUSING

IN ALL SCHEMES FOR AFFORDABLE HOUSING (EXCLUDING FLATS), CAR PARKING PROVISION SHALL BE MADE ON THE BASIS OF ONE GARAGE SPACE PER DWELLING, SUCH SPACE TO BE PROVIDED IN A POSITION WHERE IT CAN BE DEMONSTRATED THAT A GARAGE COULD BE PROVIDED WITH AN APPROPRIATE DEPTH OF FORECOURT AS SPECIFIED IN **SPG25**.

Car Parking for Hostels

A12.51. Hostels comprised primarily of bedrooms, rather than independent dwelling units have the potential to accommodate a far greater number of people than could be accommodated in a building of the same size comprised of independent units. However, because of the likely circumstances of such persons it is likely that car generation from such sites will be less than envisaged with other forms of accommodation. However, provision must be made for those who are mobile and for visitors.

A12.52. In all schemes for hostel accommodation, comprised primarily of bedrooms, the Council will apply the following guidance:

SPG 23 - CAR PARKING – HOSTELS

IN ALL PROPOSALS FOR HOSTEL ACCOMMODATION CAR PARKING PROVISION SHALL BE MADE ON THE BASIS OF ONE SPACE FOR EVERY FOUR BEDSPACES OR PART THEREOF, SUCH PROVISION TO BE ADEQUATELY SCREENED AND SITED TO MINIMISE THE EFFECTS OF NOISE AND DISTURBANCE TO ADJOINING RESIDENTS. PROPOSALS WHICH RELY ON THE USE OF THE AREA BETWEEN THE BUILDING AND THE HIGHWAY FOR PARKING, OR WHICH ARE VISUALLY DOMINATED BY CAR PARKING PROVISION WILL BE REFUSED. (Contd).

IN ALL PROPOSALS FOR HOSTEL ACCOMMODATION, AN ADEQUATE MEANS OF SERVICE PROVISION SHALL BE MADE WITHIN THE SITE OF A SUITABLE SIZE AND MEANS OF CONSTRUCTION TO ACCOMMODATE THE TURNING MOVEMENTS OF ANY SERVICE VEHICLES WHICH MAY VISIT THE SITE. THE SERVICE AREAS SHALL BE SITED AND SCREENED TO MINIMISE THE EFFECTS OF NOISE AND DISTURBANCE TO ADJOINING OCCUPIERS.

Car Parking for Disabled People

A12.53. Where dwellings are provided for disabled persons, or are designed so that they be converted to use by a disabled person at some future date, consideration should be given to the provision of adequate car parking of such dimensions and in such a position to secure access between vehicle and wheelchair or other mobility aid.

SPG 24 - CAR PARKING FOR DISABLED PEOPLE

IN ALL SCHEMES WHICH PROVIDE MOBILITY HOUSING ANY SINGLE GARAGES OR PARKING SPACES SERVING THOSE DWELLINGS SHALL HAVE A MINIMUM INTERNAL WIDTH OF 3.6m, (11'9").

Forecourt Depths

A12.54. To ensure that when a vehicle is parked in front of the garage, or dwelling, there is sufficient space to clean, unload or walk around the vehicle and open the garage door without encroaching on the highway or footpath to the detriment of highway safety and the safe use of the footpath by pedestrians, a minimum forecourt depth of 6.1 m (20ft) shall be provided.

A12.55. Where dwellings are proposed fronting classified roads, the minimum requirement is increased to 12.2m (40ft) in order to provide a turning facility which will enable vehicles leaving the site to do so in forward gear in the interests of highway safety and the free flow of traffic on the main traffic distributor routes.

SPG 25 - FORECOURT DEPTHS

IN RESPECT OF ALL GARAGES OR CARPORTS OBTAINING ACCESS FROM CLASSIFIED ROADS A MINIMUM FORECOURT DEPTH OF 12.2m (40'), AND VEHICLE TURNING AREA SHALL BE PROVIDED. IN ALL OTHER CASES A MINIMUM FORECOURT DEPTH OF 6.1m (20') SHALL BE PROVIDED IN FRONT OF THE GARAGE.

Garages

A12.56. In order not to frustrate the use of garages for the parking of vehicles it is essential that they be provided of sufficient size and in an appropriate form to conveniently and safely accommodate vehicles. In all proposals for garages the Council will apply the following guidance:-

SPG26-GARAGES

- (i) ALL GARAGES SHALL HAVE A MINIMUM INTERNAL WIDTH OF 2.5m (8'.2") IF SINGLE AND 5m (16'.3") IF DOUBLE AND SHALL HAVE AN INTERNAL LENGTH OF 5m (16'.3"). PROPOSALS (Contd).
FOR DOUBLE LENGTH GARAGES WILL BE REFUSED.
- ii) ALL CAR PARKING SPACES SHALL HAVE A MINIMUM WIDTH OF 2.5M (8'.2") WITH A DEPTH OF 6.1m, (20').
- (iii) IN ALL SCHEMES FOR DWELLINGS WHERE RELIANCE IS PLACED ON THE PROVISION OF CAR PARKING SPACES THE APPLICANT MUST DEMONSTRATE THAT THE SPACE CAN ACCOMMODATE A GARAGE IN ACCORDANCE WITH PARAGRAPHS (i) AND (ii) ABOVE, AND **SPG 25**.
- (iv) COMMUNAL PARKING SCHEMES RELYING SOLELY ON THE PROVISION OF CAR PARKING SPACES WILL ONLY BE ALLOWED IN PROPOSALS FOR FLATS AND SHELTERED ACCOMMODATION WHERE THE REQUIREMENT FOR A GARAGE OR GARAGE SPACE MAY BE SUBSTITUTED WITH CAR PARKING SPACES IN LIEU THEREOF IN ACCORDANCE WITH **SPG 20**.

Refuse Storage Facilities

A12.57. In order to maintain an attractive, and healthy setting for Nursing and Residential Homes, flats, age restricted schemes and hostel accommodation, it is essential that adequate, safe and convenient facilities are available for the storage of waste. In all proposals for such development the Council will apply the following guidance:

SPG 27 REFUSE STORAGE FACILITIES

SUITABLY SCREENED AND COVERED REFUSE STORAGE FACILITIES WILL BE REQUIRED FOR ALL NURSING AND RESIDENTIAL HOMES, FLATS AND HOSTEL DEVELOPMENTS. IN OTHER HOUSING SCHEMES, IF A ROAD ACCESS IS NOT AVAILABLE FOR REFUSE FREIGHTERS, A REFUSE STORE SHOULD BE PROVIDED TO WITHIN 30m (98ft) OF THE PUBLIC HIGHWAY. THESE FACILITIES SHOULD BE POSITIONED AWAY FROM DWELLING WINDOWS AND ENTRANCE DOORS AND SHOULD BE SITED TO ALLOW FOR CONVENIENT COLLECTION AND IN A WAY WHICH DOES NOT DETRACT FROM THE APPEARANCE OF THE PROPERTY AND THE CHARACTER AND AMENITIES OF THE AREA. REFUSE STORAGE FACILITIES SHOULD NOT BE LOCATED IN FRONT GARDENS.

Amenity and Building Design

Extensions to Dwellings

A12.58. In addition to controlling the development of new residential dwellings, the Council has a statutory duty to control extensions to dwellings.

A12.59. In all applications for permission to extend residential dwellings **Policies H17 and H18** and **SPG 2,3,4,8,9,10,12,13,19,25, and 26** shall apply. In addition, specific forms of development shall be subject to the following guidance:-

Rooms in Roof and Dormer Windows

A12.60. Extending habitable areas into the roofspace of dwellings has become a popular and cost-effective method of increasing living accommodation, particularly in bungalows. Many dwellings however were not intended to be extended in this manner and works can result in the creation of unattractive and overdominant dwellings.

SPG 28 - ROOMS IN ROOF AND DORMER WINDOWS

IN PROPOSALS INVOLVING ROOMS IN THE ROOF OF DWELLINGS ANY PROJECTING WALLS OR WINDOWS SHALL RESPECT THE SCALE, FORM AND CHARACTER OF THE EXISTING DWELLINGS AND SURROUNDING AREA, AND SHALL ENSURE THAT SUBSTANTIAL ROOF VERGES ARE MAINTAINED AT THE SIDES AND BELOW ANY PROJECTING DORMER. WHERE POSSIBLE, FRONT AND SIDE DORMERS SHALL HAVE PITCHED ROOFS. DORMERS PROJECTING ABOVE THE RIDGE LINE OR BEYOND A ROOF/HIP WILL BE REFUSED.

PROPOSALS INVOLVING ROOMS IN THE ROOF OF DWELLINGS WHICH WOULD DESTROY THE SYMMETRY OF A SEMI-DETACHED PAIR WILL BE REFUSED.

Balconies

A12.61. Under current planning legislation (the Town and Country Planning General Permitted Development Order 1995) the formation of a balcony can, in many instances, be carried out without the need to obtain planning permission. However, balconies can frequently give rise to overlooking and loss of privacy to neighbouring curtilages and the Council will therefore seek to safeguard the privacy of neighbouring dwellings through the application of the following guidance:-

SPG 29 - PRIVACY AND BALCONIES

IN ORDER TO SAFEGUARD THE PRIVACY OF NEIGHBOURING DWELLINGS THE COUNCIL WILL IN APPROPRIATE CASES IMPOSE SUITABLE CONDITIONS ON ANY PLANNING PERMISSION FOR NEW DWELLINGS AND EXTENSIONS TO EXISTING PROPERTIES, RESTRICTING THE PROVISION OF BALCONIES.

A12.62. In all proposals for the provision of balconies to existing dwellings the outer edge of the balcony shall be construed in the same light as a window, and minimum isolation spaces, as identified in **SPG 4,5,6, and 7** shall be provided thereto.

Satellite Dishes

A12.63. Most satellite dishes may be erected as permitted development, however, in dealing with planning applications for the erection of satellite dishes, the Council will give particular consideration to the siting of the proposed dish and where appropriate will encourage the sharing of facilities.

SPG 30 - SATELLITE DISHES

WHERE SATELLITE DISHES ARE PROPOSED, REGARD WILL BE HAD TO THE VISUAL IMPACT OF THE DISH ON THE EXISTING DWELLING AND THE AMENITIES
(Contd).

OF THE AREA, WHERE POSSIBLE THE DISH SHOULD BE SITED AT THE REAR OF THE DWELLING BELOW THE LEVEL OF THE RIDGE. THE COUNCIL WILL ENCOURAGE THE USE OF SHARED SATELLITE EQUIPMENT IN FLATS.

Annexes

A12.64. The extension of existing dwellings to create independent residential units lacking adequate amenity space and car parking provision is an unacceptable form of development which will not normally be allowed. However, personal circumstances may lead to applications for the provision of annexes, either as extensions to existing dwellings, or as part of a proposal for a new dwelling, to accommodate individuals who require special care and attention and are not capable of living wholly independent lives.

A12.65. In such circumstances, the Council will be sympathetic towards the provision of annexe accommodation, but, in order to avoid the creation of an independent dwelling unit lacking appropriate car parking and amenity provision, the Council will require the applicant to enter into a legal agreement, limiting the accommodation of the annexe and requiring the integration of the annexe into the main dwelling when it is no longer required for its original purpose.

SPG 31 - ANNEXES

EXTENSIONS TO EXISTING DWELLINGS OR NEW DWELLINGS INCORPORATING ANNEXES WHICH, IN THE COUNCIL'S OPINION, ARE CAPABLE OF INDEPENDENT OCCUPATION WILL BE REFUSED UNLESS REQUIRED FOR A PERSON IN NEED OF CARE BY THE OCCUPIERS OF THE PARENT DWELLING. IN SUCH CASES, THE COUNCIL WILL:

- (i) REQUIRE THE APPLICANT TO ENTER INTO A SECTION 106 AGREEMENT LIMITING THE OCCUPATION OF THE ANNEXE TO THE PERSON IN NEED OF CARE AND REQUIRING THE ACCOMMODATION TO BE RETAINED FOR USE AS PART OF THE PARENT DWELLING OCCUPIED BY A SINGLE FAMILY FOLLOWING ITS VACATION BY THAT PERSON.
- (ii) REQUIRE ADDITIONAL CAR PARKING OR GARAGING UNLESS IT CAN BE DEMONSTRATED TO BE UNNECESSARY IN THE LIGHT OF THE INDIVIDUAL CIRCUMSTANCES OF THE CASE.
- (iii) REQUIRE THE DEVELOPMENT TO ACCORD WITH ALL OTHER POLICIES OF THE LOCAL PLAN, AND SUPPLEMENTARY PLANNING GUIDANCE IN PARTICULAR THAT IN RESPECT OF CAR PARKING, DESIGN, PRIVACY AND SPACE AROUND THE BUILDING AND ITS IMPACT ON THE AMENITY AND CHARACTER OF THE SURROUNDING AREA.

POLICIES APPLICABLE IN PARTICULAR AREAS***The Winter Gardens***

A12.66. The Winter Gardens area of Canvey Island, is characterised by dwellings on deep plots, stretching between east-west orientated roads. In this area, the majority of dwellings front onto unmade green 'roads', with segregated vehicular access provided from made-up roads to the rear of the property. This pattern of development has provided a unique character in this area which will be maintained in any proposals for further residential development.

A12.67. All proposals for development within this area will therefore be considered within the following context:-

SPG 32 - WINTER GARDENS

WITHIN THE WINTER GARDENS SPECIAL POLICY AREA, AS DEFINED ON THE PROPOSALS MAP, ALL DWELLINGS SHALL BE PROVIDED WITH A MINIMUM PLOT DEPTH OF 36.5m (120') OVER THE ENTIRE PLOT WIDTH AND A MINIMUM PLOT WIDTH OF 9.1m (30'). WITHIN THE DEFINED AREA ALL NEW DWELLINGS SHALL BE SITED TO ACHIEVE THE PRIMARY PEDESTRIAN ACCESS FROM THE UNMADE ROAD AND ALL VEHICULAR ACCESS SHALL BE TAKEN FROM THE MADE ROAD.

Appendix 13 Assessment of Housing Needs in Castle Point

A13.1. The most readily available source of data on housing need in the Borough is the Council's housing waiting list.

A13.2. The table below gives an indication of the extent of housing need in the Borough based on data available to the Housing Department. This assessment represents the 'visible' extent of housing need.

Housing Need based on Housing Department records	Homeless Households	Households on waiting List in need	Households on Transfer List in need	Total Households in need
March 1991	58	176	78	312
March 1992	73	147	91	311
February 1993	64	148	159	371

*Figures recorded prior to the comprehensive review of policies and procedures relating to the assessment of housing requirements and allocation of accommodation which came into operation from April 1992.

A13.3. Based upon the above evidence of need, Beha Williams Norman Lambert Ltd, consultants appointed by the Council to investigate housing service options in Castle Point, identified an immediate need for at least 100 new affordable homes, followed by an annual development rate of at least 75 affordable homes.

A13.4. Although the above analysis represents the 'visible' extent of housing need in the Borough, it is not considered that the evidence provided by the Council's housing waiting list is representative of the extent of 'hidden' need in the Borough. The Council's Housing Strategy Statement (1994/95) states that:

"it is not felt that the housing waiting list is a particularly accurate indicator of housing need in the Castle Point area and it is thought likely that, due to the small housing stock and the lengthy wait, many potential applicants may not even bother to approach the Council and could even move to neighbouring districts."

In general, as an overall indicator of housing need, waiting lists have tended to be viewed as inadequate, for reasons including the following:

- (a) As other indices of housing need have risen sharply during the 1980s, the number of persons on council waiting lists has tended to remain static.
- (b) Lettings to households from waiting lists are increasingly restricted to applicants with high priority, for example households with children and especially those subject to overcrowding. It is argued that this situation discourages many single people and other childless households from registering on waiting lists

A13.5. In assessing the extent of housing needs, it is therefore appropriate to look beyond the evidence presented by the housing waiting list.

A13.6. A broader analysis of housing needs in the Borough has therefore been prepared, based around the criteria used to determine need in the Housing Investment Programme (HIP) 1 Returns. These criteria are :

1. Overcrowded Households – Households with more than 1 person per habitable room.
2. Household needing specially designed or adapted housing – ie elderly or disabled.

3. 'Concealed' Households – Households living as part of a larger household e.g. couples or lone parents living with another household, sharing catering accommodation.
4. 'Sharing' Households – Households living with another household, sharing some part of the accommodation, but having a degree of independence.

A13.7. An indication of the extent of housing needs within the Borough is provided by the 1991 Census. These statistics show the number of households that met the criteria for need given above in April 1991, the base date for the current plan period. The following points, however, should be noted:

- (i) The Census does not provide an estimate of the number of households in need of specialised accommodation (Criteria 2 above).
- (ii) The definitions used for overcrowded, concealed and shared households in the Census differ in certain respects from the definitions used in the guidance notes for HIP1 returns.
- (iii) Unlike the housing waiting list, it is not possible to determine from the Census the degree of 'overlap' that exists between the different categories of need. It is therefore assumed that the overlap characteristics of the housing waiting list are largely applicable in the wider context presented by the Census.
- (iv) The fact that a household meets one of the criteria used to determine need does not necessarily mean that that household actually wishes to have or requires alternative (affordable) accommodation. An example may be a single parent with a dependant child who, although technically classified as a 'concealed' household, would prefer to live as part of a relative's household because of the extra support that may be available. Equally, it is possible that in some cases, the number of persons in concealed or overcrowded households may be a factor of the unavailability of smaller dwelling units as a whole, rather than being related to ability to afford accommodation.

A13.8. In view of the above factors, the data provided by the Census can only be seen as a crude estimate of housing need. However, the information is useful in providing an indication of the approximate extent of potential housing need at the start of the plan period. The table below compares the estimates of housing need for each category based on the Census to the housing waiting list as of April, 1991.

Households - Position in April 1991	Criteria	Total HHs meeting criteria for need (census)	On waiting List and in Need
Overcrowded Households	(a) More 1/less 1.5ppr	35.1	27
	(b) More 1.5ppr	41	35
HH's needing 'special' accommodation	(a) Elderly	n.a.	20
	(b) Disabled	n.a.	0
'Concealed' Households	(a) Couple	120	35
	(b) Single	200	27
Sharing Households	(a) Single persons	37	8
	(b) Other	11	0

n.a.'- Data not available.

*Note that the definition of criteria used in the Census is different to that used in the HIP1 form, and hence the data is not comparable on a 'like for like' basis

A13.9. The breakdown of the Census data presented in the above table by geographical area reveals that the highest number of overcrowded/concealed households are on Canvey

Island (see table below), whilst the highest number of sharing households are on the mainland.

Households potentially in Need by Location	Criteria	Benfleet	Canvey
Overcrowded Households	(a) More 1/less 1.5ppr	117	234
	(b) More ppr	21	20
'Concealed' Households	(a) Couple	40	80
	(b) Single	50	150
Sharing Households	(a) Single persons	30	7
	(b) Other	9	2

A13.10. The evidence provided by the above table indicates that the provision of affordable / low cost housing should continue to be concentrated on the Island, but that provision should also be sought where possible for the provision of affordable housing on the mainland.

A13.11. Although no data is available from the census on the special housing needs of the elderly and disabled, certain information is presented on the type of accommodation occupied by elderly persons. 12.2% of all households with pensioners (the majority of which are all pensioner households) lack at least 1 basic amenity. In total, 97 pensioner households lack or share the use of a bath/shower &/or inside WC, and 1210 have no central heating. In Benfleet, 10.8% of pensioner households (676 in total) lack at least one of these amenities, and on the Island the equivalent figure is 14.9% (596).

A13.12. The above estimates of need relate to the position of households as at April 1991. Research undertaken by the Association of District Councils and the House Builder's Federation in 1990 in respect of housing need as it affects newly forming younger households suggested that 56% of all such households formed each year within Essex are unable to buy new housing. This figure, of course, does not estimate the proportion of such households able to afford rented accommodation (although private sector rents are currently relatively high). Equally, it does not take account of older households newly formed who may be in need of affordable accommodation. In the absence of reliable data on household formation and accessibility to housing, it can only be assumed that throughout the Plan period to 2001, the level of outstanding need at 1991 demonstrated by the above analysis will be supplemented by the formation of new households unable to enter the housing market.

Appendix 14 The Extent of Employment Land Required

A14.1 Two methods of calculating the extent of employment land required are presented below. The first is based on the technical provisions of the Structure Plan, the second on the identified needs of the Borough following an analysis of the available statistical evidence. Both calculations also seek to maintain the level of employment opportunities in real terms by allowing for land lost or likely to be lost in the remainder of the plan period.

Provisions of The Essex Structure Plan, 1986-2001

Land Required To Meet The Structure Plan Approved 2nd Alteration

A14.2 The Structure Plan makes provision for 14 hectares, or 34.6 acres of industrial/warehousing land in Castle Point between 1986 and 2001.

A14.3 Between 1986 and 1991, 1.9ha, (4.7a) of land were developed for industrial purposes. In addition, at September 1991, 0.68ha, (1.7a) of land were available.

A14.4 In order to satisfy the Structure Plan provision therefore, 11.4ha, (28.2a) of land remain to be allocated.

Land Required To Maintain Employment Opportunities In Real Terms

A14.5 Since 1986, some 5.9 hectares, (14.6 acres) of former industrial/ commercial land has been redeveloped for residential purposes (STC site - 1.2ha (3.1a); Cross Farm - 1.05ha (2.6a); The Point -1.45ha (3.6a); Kiln Road Depot - 0.48 (1.2a); Long Road Depot 0.4ha (1.0a); BSC Site, Arterial Road - 0.89ha (2.2a) and 37, Benfleet Road - 0.36ha (0.9a). In addition the Local Plan contains new residential allocations which would lead to the loss of a further 3.22ha (8.1a), (The Point - 2.5ha (6.3a) and 223 London Road, Benfleet - 0.72ha (1.8a). A total of 9.12ha (22.5a) is therefore required.

A14.6 In total therefore, in order to meet the provisions of the Structure Plan and maintain levels of employment land in real terms, 20.52ha, (50.70a) of land would need to be allocated.

Identified Needs of Castle Point Borough

A14.7 The main economic issues in Castle Point that need to be addressed are a relatively high level of unemployment and high levels of commuting

Land Required To Reduce Commuting

A14.8 The 1991 Census shows that approximately 63.5% of the working population are employed outside the Borough. It would be unrealistic to attempt to retain the entire out-commuting population within the Borough since a certain proportion of workers will, for one reason or another, always be likely to travel to neighbouring districts to work. Additionally, the ability to influence travel to work patterns is likely to be limited in the short term, since the extent to which persons already employed will be willing or able to change their employment is determined by such factors as unemployment levels and natural turnover in the labour market. In view of these factors, it is considered that a realistic target for the reduction of commuting levels would be to aim to reduce the total proportion of the workforce employed outside the Borough from its 1991 level of 63.5% to around 60% by 2001.

A14.9 In practical terms, the achievement of this target would involve reducing the number of persons working outside the district from approximately 25,200 to 23,800 (assuming there is no substantial increase in the working population over the decade). This would therefore involve the provision of some 1400 new employment opportunities.

A14.10 Approximately one third of the workforce are employed in skilled or unskilled trades, and approximately two thirds in service and related industries. The provision of employment land is only likely to cater for the needs of the former category, and not the latter

A14.11 Having deducted the two thirds of the workforce unlikely to benefit from the allocation of land for industrial/warehousing uses, approximately 460 employment opportunities would still need to be created. At average employment densities of 22 persons per acre, 8.49ha (21a) of land would need to be allocated to help meet the above aim of reducing out-commuting.

Unemployment

A14.12 . When originally drafted, it was considered that a suitable aim for the local plan would be to reduce unemployment from its then current level of 9.5% (Jan 94) to around 5%, a level approximating that existing towards the end of 1990. Since it was expected that unemployment would fall anyway as the economy recovered, it was acknowledged that it may not be necessary to allocate land to cater for all the employment opportunities that would be needed to achieve this objective. However, any land allocated could provide some opportunities for employment for persons outside the Borough, and therefore not all the benefits flowing from this allocation would be translated into local employment.

A14.13 It was calculated that in order to achieve a 5% unemployment level, approximately 1,950 new employment opportunities would be required. According to the Census, approximately half of the unemployed workforce were previously in skilled or unskilled trades, and half in service industries. At 22 persons per acre, the provision of 975 additional employment opportunities would be likely to require some 17.8ha (44a) of employment land.

A14.14 It should be noted that since January, 1994, unemployment has dropped, so that by October, 1998, unemployment levels within the Borough were only 2.6%.

Maintaining employment levels in real terms

A14.15 Of those sites identified as having been or likely to be 'lost' for employment purposes, it is estimated that all but three ceased to be used before 1991, and hence would already

be included in the above calculations. The outstanding sites (at the Point, Kiln Road Depot and the Long Road Depot) are estimated to generate no more than 150 employment opportunities. An allowance is therefore made for a further 2.83ha (7.0a) to compensate for the expected loss of these sites.

A14.16 As stated earlier, approximately 0.8ha (2a) of land remained available for development in September, 1991, leaving approximately 2.02ha (5a) to be found to maintain levels of employment land in real terms.

Summary

A14.17 In accordance with the above calculations, approximately 28.3ha (70a) of land would need to be allocated to help achieve the stated objectives, as follows:

Reducing Commuting :	8.49ha	(21 acres)
Reducing Unemployment:	17.80ha	(44 acres)
Maintaining levels of employment land	2.02ha	(5 acres)
Total	28.3ha	(70 acres)

Appendix 15 Extract from The Town and Country Planning (Use Classes) Order, 1987, as Amended by The Town and Country Planning (Use Classes) (Amendment) Order, 1991, (Amendment) Order, 1992, and (Amendment) (No2) Order, 1992

Class A1. Shops

Use for all or any of the following purposes -

- (a) for the retail sale of goods other than hot food,
- (b) as a post office,
- (c) for the sale of tickets or as a travel agency,
- (d) for the sale of sandwiches or other cold food for consumption off the premises,
- (e) for hairdressing,
- (f) for the direction of funerals,
- (g) for the display of goods for sale,
- (h) for the hiring out of domestic or personal goods or articles,
- (i) for the washing or cleaning of clothes or fabrics on the premises, for the reception of goods to be washed, cleaned or repaired,

where the sale, display or service is to visiting members of the public.

Class A2. Financial and Professional Services

Use for the provision of -

- (a) financial services, or
- (b) professional services (other than health or medical services), or
- (c) any other service (including use as a betting office) which it is appropriate to provide in a shopping area.

where the services are provided principally to visiting members of the public.

Class A3. Food and Drink.

Use for the sale of food or drink for consumption on the premises or of hot food for consumption off the premises.

Class B1 Business

Use for all or any of the following purposes -

- (a) as an office other than a use within Class A2 (financial and professional services),
- (b) for research and development of products or processes, or
- (c) for any industrial process,

being a use which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

Class B2. General Industrial

Use for the carrying on of an industrial process other than one falling within Class BI above or within Classes B3 to B7 (Special Industrial Groups).

Class B8. Storage or Distribution

Use for storage or as a distribution centre.

Class D1. Non-residential Institutions

Any use not including a residential use -

- (a) for the provision of any medical or health services except the use of premises attached to the residence of the consultant or practitioner,
- (b) as a creche, day nursery or day centre,
- (c) for the provision of education,
- (d) for the display of works of art (otherwise than for sale or hire),
- (e) as a museum,
- (f) as a public library or public reading room,
- (g) as a public hall or exhibition hall,
- (h) for, or in connection with, public worship or religious instruction.

Class D2. Assembly and Leisure

Use as -

- (a) a cinema,
- (b) a concert hall,
- (c) a bingo hall or casino,
- (d) a dance-hall,
- (e) a swimming-bath, skating rink, gymnasium or area for other indoor or outdoor sports or recreations, not involving motorised vehicles or firearms.

Appendix 16 Shopping

Note: Each of the following groupings represents a **single** frontage.

Primary Shopping Frontages

A14.18 **Policy S3** identifies a number of frontages within which the Council will resist the intensification of non - retail uses. For the sake of clarity these frontages are listed below

Canvey Island Town Centre

1. 14 - 64 Furtherwick Road, Canvey Island
2. 68 - 90 Furtherwick Road, Canvey Island
3. 3 - 59 Furtherwick Road, Canvey Island
4. Units 1-16 Knightswick Centre, Furtherwick Road, Canvey Island

Hadleigh Town Centre

1. 207 - 253 London Road, Hadleigh
2. 255 - 319 London Road, Hadleigh
3. 2 - 28 Rectory Road, Hadleigh
4. 1 - 7 Rectory Road, Hadleigh

Tarpots Town Centre

1. 109 - 139 London Road, Thundersley
2. 120 - 140 London Road, Thundersley

South Benfleet Town Centre

1. 261 - 311 High Street, Benfleet

Local Shopping Parades

A14.19 **Policy S9** identifies the importance of the local shopping parades in meeting the day-to-day needs of the local residents. In order to protect this function, planning permission for non-retail uses at ground floor level will not be permitted unless it can be demonstrated to the satisfaction of the Council that such a change of use would not undermine the retail function of the parade.

A14.20 In order to clearly identify the parades to which this policy will apply, the following have been identified as local shopping parades.

Thundersley

1. 159 - 173, (odd numbers) Church Road and 1 - 16, (inclusive), Rosemary Walk
2. 61 - 83 (odd numbers), Hart Road
3. 76 - 130 (even numbers), Hart Road
4. 357 - 363 (odd numbers), Rayleigh Road and 297, Hart Road
5. 286 - 302 (even numbers), Kiln Road and 2 - 52 (even numbers), Benfleet Road
6. 255 - 275 (odd numbers), Kiln Road

Hadleigh

185 - 99 (odd numbers), Woodfield Road.

South Benfleet

1. 8 - 10 (even numbers), Essex Way and 1 - 27 (odd numbers), High Street.
2. 16 - 32 (even numbers), High Road.

Canvey Island

1. 15 - 33 (odd numbers), Third Avenue.
2. 20 - 26 (even numbers), St Michaels Road.
3. 1 - 5 (odd numbers), Haven Road and 1 - 9 (odd numbers), Canvey Road and 2 - 4 (even numbers), Haven Road and 348 - 362 (even numbers) Long Road.
4. 353 - 365 (odd numbers), Long Road.
5. 2 Craven Avenue and 179 - 189 (odd numbers) Long Road and 162 - 174 (even numbers), Long Road.
6. 188 - 200 (even numbers), High Street.
7. 191 - 215 (odd numbers), High Street.
8. 263 - 283a (odd numbers), High Street.
9. 86 - 98 (even numbers), Point Road.

NB

Public Houses are not included within the above local shopping frontages.

Appendix 17 Recreational Facilities

Deficiencies in Recreational Facilities

A17.1 The following deficiencies have been identified by the Eastern Council for Sport and Recreation. (February 1994):

1. Sports Halls	1 Badminton Hall - 4 court unit
2. Indoor Bowls	6 rinks required. Preferred location Canvey Island.
3. Squash	16 courts required although this figure should be treated with caution in the light of the declining demand for squash in recent years.
4. Golf	Additional provision of pay and play facilities required.
5. Playing pitches/open space	ECSR recommend adoption of NPFA standards and local assessment of need in line with National Playing Pitch Strategy.

National Playing Fields Association - 6 Acre Standard

A17.2 .The National Playing Fields Association recommend a total of provision of 6 acres per thousand population, comprised of 4 - 4.5 acres of pitches, greens, courts, athletic tracks and other formal outdoor sports facilities (Class A), and a total provision of 1.5 - 2 acres of outdoor equipped playgrounds, other designated play areas, and casual or informal playspace (Class B) per 1000 population.

Assessment of pitches and playspace in the Borough

A17.3 Using the NPFA standard, an assessment of the Borough's provision of pitches and playspace on a ward - by - ward basis was carried out in 1994. The results of this assessment are set out over page:-

Assessment of Playing Pitch Provision in Castle Point - Class A

Ward	NPFA Requirement Pitches - Class A (in Acres)	CPBC Provision Pitches - Class A (in Acres)	Deficit/ Surplus Pitches - Class A (in Acres)
West	23.0	57.6	+34.6
Winter Gardens	34.5	8.9	-25.6
Central	25.0	3.2	-21.8
North	32.1	0	-32.1
South	20.3	13.4	-6.9
East	31.0	18.9	-12.1
St. George's	33.5	0	-33.5
St. Peter's	28.5	29.6	+0.7
Cedar Hall	26.2	2.6	-23.6
Victoria	25.0	17.4	-7.6
St James'	24.4	0	-24.4
Boyce	27.6	1.5	-26
Appleton	30.6	0	-30.6
St. Mary's	27.1	37.1	+10
Canvey	165.9	102	-63.9
Benfleet	222.9	88.2	-135
Castle Point	388.8	190.2	-198.9

Assessment of Play Provision in Castle Point - Class B

Ward	NPFA Requirement Play Areas - Class B (in Acres)	CPBC Provision Play Areas - Class B (in Acres)	Deficit/ Surplus Play Areas - Class B (in Acres)
West	7.7	9.4	1.7
Winter Gardens	11.4	14.4	3
Central	8.3	6	-2.3
North	10.7	0.2	-10.5
South	6.8	16.7	9.9
East	10.3	24.7	14.4
St. George's	11.2	6.9	-4.3
St. Peter's	9.6	14.8	5.2
Cedar Hall	8.7	17.1	8.4
Victoria	8.4	1.3	-7.1
St James'	8.2	2.4	-5.8
Boyce	9.2	11.2	2
Appleton	10.2	18.6	8.4
St. Mary's	9.0	11.7	2.7
Canvey	55.3	71.4	16.1
Benfleet	74.6	84	9.4
Castle Point	129.8	155.4	25.6

N.B The above figures only relate to recreational land owned and controlled by the Council, and do not include School or other private facilities.

Appendix 18 Ward Boundaries

Appendix 19 Health and Safety Executive - Consultation Zones

