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| <p>Item 1<br/> 10/00234/OUT<br/> Land West of<br/> Oak Road and<br/> North of Hall<br/> Road,<br/> Rochford.</p> | <p><u>Contents</u></p> <ol style="list-style-type: none"> <li>1. Additional Neighbour Contributions; 5 Additional Responses</li> <li>2. RDC Environmental Protection Consultation Response re: Air Quality</li> <li>3. Updated Essex County Education Consultation Response</li> <li>4. Updated Southend-on-Sea Borough Council Highways Response.</li> <li>5. Information Received re: Landscape Management Company and Works to Ironwell Lane</li> <li>6. Conservation Area Credits – Biodiversity Offsetting Scheme</li> <li>7. Additional/Amended Heads of Planning Conditions</li> <li>8. Update to Reported S106 Legal Agreement Heads of Terms</li> <li>9. Recommendation</li> </ol><br><ol style="list-style-type: none"> <li>1. Additional Neighbour Contributions; 5 Additional Responses</li> </ol> <p>Summary of Contribution Comments</p> <ul style="list-style-type: none"> <li>○ Objection on the basis of excessive amount of new traffic that is likely to be created, which will cause congestion problems. This will also have adverse effects on the local environment with the increase in pollutants.</li> <li>○ Location - The proposed location for 600 new homes has not been carefully considered. There are many more suitable locations for affordable housing across Essex where transport and education facilities are better equipped.</li> <li>○ Green Belt - Rochford has a distinct boundary from neighbouring towns, which preserves Rochford's appeal. By building on this land, the natural Green Belt will be lost and Rochford will lose its character.</li> <li>○ Noise - The increase in traffic from the new homes and Southend Airport will significantly increase. This will have adverse effects on our quality of living.</li> <li>○ Loss of Productive Farmland - The proposed location for the houses is on existing highly productive farmland, which must be preserved.</li> <li>○ Loss of Privacy - with the increase of homes there will be a significant loss of privacy owing to the increased residents commuting past our house - this will have adverse effects on our privacy.</li> <li>○ Impact to Wildlife - the building of 600 homes will have adverse effects on the wildlife on and around the proposed site.</li> <li>○ Small affordable properties are needed, not large homes.</li> </ul> |
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|  | <ul style="list-style-type: none"> <li>○ No upgrading of utility supplies has been made to support these developments. The concern is the overloading of the sewage system and the availability of water supply facilities, i.e., from Hanningfield Reservoir, which currently is extremely low due to lack of rain fall. With expected climate change, this is also a big concern for the future.</li> <li>○ A further visual blight on the rural town of Rochford. If developments of the scale that are being planned all over the town are allowed, we will eventually be joined up to Southend and Rayleigh. It is one of the last encroachments into the Southend bubble that isn't built all over. Stand on Hall Road and look out over those fields and consider if you can really take that away from the people living there, and the commuters heading through.</li> </ul> <p>2. RDC Environmental Protection Comment Regarding Air Quality</p> <p>The revised air quality report takes into account 2010 monitoring data. The report concludes on pages 25 and 26 that the Anne Boleyn (Sutton Road/Southend Road) junction would benefit from improvements recommended as part of the unsuccessful Coombes Farm application, stating that capacity issues would be exacerbated by the proposed Hall Road development. It goes on to say that nitrogen dioxide levels at the nearby residential premises would be improved by the implementation of the recommended junction improvements.</p> <p>In addition to the previously recommended conditions, the Head of Environmental Services recommends that the following be included in any consent granted:-</p> <ul style="list-style-type: none"> <li>1) That the recommended Anne Boleyn (Sutton Road/Southend Road) junction improvements are carried out prior to occupation of the first residential dwelling on the proposed development, and;</li> <li>2) A contribution of £15000 is made to Rochford District Council in order to carry out a detailed air quality assessment of nitrogen dioxide at the Anne Boleyn (Sutton Road/Southend Road) junction. <i>Officer comment: - these details are yet to be finalised for incorporation into the s.106 legal agreement.</i></li> </ul> <p>3. Final Essex County Education Consultation Response</p> <p>The planning application recognises the requirement for a primary school with pre-school provision and identifies land for a school in the north west corner of the development.</p> |
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|  | <p>While this is not ideal in terms of ECC's aspiration for schools to be located at the heart of the communities they serve, the Land Compliance Study commissioned by ECC concludes that the land proposed is suitable and therefore acceptable in planning terms. The study's recommendations must, however, be addressed, either through condition or section 106 agreement, along with the following key points:-</p> <ol style="list-style-type: none"><li>1. The acceptable school site boundary must be as amended and shown by Barton Willmore's drawing 18293 PL-03 H (attached). <i>Officer comment: - this is in accordance with the latest and final version of the submitted Parameters Plan.</i></li><li>2. The public open space (green) adjacent to the south east corner of the school site must not be bordered to the north by a vehicular access as this is likely to prove an inappropriate point to drop off children, detracting from the safe environment required around the school entrance. <i>Officer comment: - this is a matter to be addressed at the Reserved Matters stage when the final layout submitted by the applicant will be consulted upon.</i></li><li>3. The developer must fence, level, remediate and then transfer the school site to ECC in an appropriate condition for school use for a nominal fee (usually £1) before more than 100 dwellings are occupied. <i>Officer comment: - these details are still in discussion and, once finalised, will be included in the s.106 legal agreement.</i></li><li>4. Appropriate highway access and utility connections must be provided to agreed points on the boundary of the school site prior to transfer. <i>Officer comment: - these details are to be finalised for incorporation into the s.106 legal agreement.</i></li><li>5. Three metre footways, appropriate street furniture and adequate street lighting must be provided to form safe direct walking and cycling routes to the school and an attractive environment around it. <i>Officer comment: - these details are to be finalised for incorporation into the s.106 legal agreement.</i></li><li>6. The overhead electricity cable that currently crosses the north western corner of the school site must be removed and, if necessary, diverted a safe distance (usually 10 metres) away from the school. <i>Officer comment: - these details are to be finalised for incorporation into the s.106 legal agreement.</i></li></ol> |
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|  | <p>7. To deliver a primary school with pre-school facilities the estimated construction cost is £5,757,289 index linked to April 2011 prices. (This figure is the same as, although appears lower than, the original figure reported to Members as the original figure was indexed linked to October, not April 2011). With regard to a secondary contribution, based on the unit mix and forecast supply, a contribution of £1,413,720 would be sought index linked to April 2011 costs. However, the proposed development of 600 dwellings would not quite fill the proposed primary school. It is important that the overall contribution is proportionate; although it is not possible to part build a new school. It is therefore suggested that the education contribution is looked at as a whole allowing, if appropriate, the primary school to be prioritised as certainty over funding is essential when delivering a new school. On this basis an overall contribution estimated to total £6,266,292 (indexed linked to April 2011 costs) is sought. <i>Officer comment: - these details are yet to be finalised for incorporation into the s.106 legal agreement.</i></p> <p>4. Updated Southend-on-Sea Borough Council Highways Response</p> <p>A contribution is sought towards an improvement scheme for highway works at The Bell in Southend-on-Sea Borough. Traffic modelling shows that the proposed development would create a significant amount of dis-benefit to travellers at this junction. The improvement scheme at The Bell is currently valued at around £5m and a 1% contribution is sought (equating to the 1% anticipated growth), which would equate to £50,000.</p> <p>In terms of Eastwoodbury Lane/Cherry Orchard Way - we would expect a figure of £25,000 to be spent on new signage, road markings and some minor kerb realignments. As the submitted Transport Assessment has not been updated since the airport diversion road opened, the precise details of works should be agreed with Southend Borough Council following further airport diversion road opening post-completion surveys of traffic movements. This also to some extent depends on proposals for Aviation Way in terms of the Saxon Business Park.</p> <p><i>Officer comment: - these details are yet to be finalised for incorporation into the s.106 legal agreement.</i></p> |
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|  | <p>5. Information Received re: Landscape Management Company and Works to Ironwell Lane</p> <p>Information relating to the landscape management company used by the applicants 'Meadfleet Ltd' has been submitted.</p> <p>A plan showing the extent of proposed pedestrian footway improvements along Ironwell Lane has been submitted; this clearly shows a light touch scheme of works to upgrade the pedestrian footpath would be limited to that section of Ironwell Lane between the north-east corner of the site eastwards, under the railway bridge to meet the part of Ironwell Lane that is already made-up as an adopted highway.</p> <p>6. Conservation Area Credits – Biodiversity Offsetting Scheme</p> <p>Essex is one of 6 national biodiversity offsetting pilot projects being launched, which is aimed at sites involving large scale loss of farm land to housing developments of relatively low grade habitat value. This is to apply to the residual impact of the scheme after planning conditions and other mitigation first address such effects. Rochford District Council is a partner to this scheme. The Environment Bank Ltd is a national broker who will, at no cost to the applicant or Local Planning Authority, calculate the value of appropriate conservation credits that a developer needs to purchase to be spent elsewhere, preferably locally, on habitat restoration schemes.</p> <p>This launch has come late in the life of this application but the applicants have confirmed a willingness to explore acquisition of such conservation credits. This will feature as an additional clause in the legal agreement.</p> <p>7. Additional/Amended Heads of Planning Conditions</p> <p>Amendment of reported planning condition No. 4 to read:-</p> <p>'Notwithstanding the depth of the landscape buffer to Hall Road identified as 'area 2' on the Parameters Plan Drawing Number PL-03 Revision H, that part of this area between the property directly bordering the site on the north side of Hall Road up to that point at the site opposite the westernmost property on the south side of Hall Road, as shown on this same plan, shall be provided at a maximum depth of 8 metres measured from the southern site boundary in a northwards direction with the remaining area within 'area 2' to the north of the 8 metre buffer being incorporated (as longer front gardens) into the adjoining area identified as 'area 17' density band E Hall Road Frontage, as shown on the same plan.</p> |
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|  | <p>Notwithstanding this, no buildings shall be constructed within any part of the original site identified as the landscape buffer to Hall Road as 'area 2' on the Parameters Plan Drawing Number PL-03 Revision H.'</p> <p>Additional Condition No. 42 re: Estate Roads:-</p> <p>'Each dwelling, before it is first occupied, shall be accessed directly from a properly consolidated and surfaced carriageway and footway, which connect to the publicly maintainable highway network.'</p> <p>Additional Condition No. 43 re: Junction Improvements at Southend/Sutton Road</p> <p>'Prior to occupation of any dwellings at the site infrastructural improvements at the junction of Southend Road/Sutton Road shall have been provided, the design and detail of which shall have been submitted to and agreed in writing by the Local Planning Authority.'</p> <p>Additional Condition No. 44 re: Vehicular Accesses onto Hall Road</p> <p>'Prior to occupation of any dwellings at the site the t-junction access onto Hall Road shall have been provided, the design and detail of which shall have been submitted to and agreed in writing by the Local Planning Authority. No vehicular accesses, other than the t-junction as shown on the Parameters Plan Drawing Number PL-03 Revision H, shall be provided from the site to Hall Road. '</p> <p>Additional Condition No. 45 re: Implementation of Roundabout Access onto Hall Road</p> <p>'Prior to occupation of any dwellings at the site the roundabout access to the site shall have been provided in the position, as shown on plan Drawing Number G551-018, the design and detail of which shall have been submitted to and agreed in writing by the Local Planning Authority.'</p> <p>Additional Condition No. 46 re: Implementation of the Link Road</p> <p>The link road, as shown on the Parameters Plan Drawing Number PL-03 Revision H, shall be provided in accordance with timing, design and details, which shall have been submitted to and agreed in writing by the Local Planning Authority.'</p> |
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8. Update to Reported s106 Legal Agreement Heads of Terms

The following are additions and/or amendments to the legal agreement heads of terms reported and should be read in conjunction with these. Members are, though, advised that even these latest heads of terms are to be read in conjunction with the earlier report; heads of terms are not yet finalised or fixed. Negotiations continue of these terms, precise wording and appropriate level of contributions subject to justification.

- Provision of 35% affordable housing will be achieved. A target tenure mix of 80/20 social rented/intermediate housing will be worked to, although this and the mix of 1, 2, 3-bed, etc, properties will be agreed, subject to viability at the time.
- A financial contribution of £6,266,292 (indexed linked to April 2011 costs) to facilitate the construction of a primary school with commensurate early years provision and provide for appropriate secondary contribution.
- A requirement that Essex County Council uses its best endeavours to facilitate youth and community group use of the school.
- A contribution of £455,110 towards capital projects for the Primary Care Trust.
- Maintenance arrangements for the sustainable urban drainage system.
- Landscaping scheme to be submitted and agreed in respect of the school site and a time frame for implementation. If the school is not required to be delivered provision for it to be incorporated into the open space unless planning permission is subsequently granted for alternative development within this area of the site.
- A financial contribution of £50,000 towards highway improvements at The Bell in Southend-on-Sea Borough and £25,000 towards junction improvements at Cherry Orchard Way/Eastwoodbury Lane.
- Tree planting within the highway to be agreed with the Highways Authority and a financial contribution made to cover costs of maintenance.
- Contribution of £15000 made to Rochford District Council in order to carry out detailed air quality assessment of nitrogen dioxide at the Anne Boleyn (Sutton Road/Southend Road) junction.
- The applicants to explore the acquisition of conservation credits for the residual impact to habitat arising from this development. Such credits purchased are used to invest in habitat restoration schemes.

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|  | <p>9. Recommendation</p> <p>That, subject to notifying the Secretary of State for Communities and Local Government, the application be <b>APPROVED</b>, subject to the completion of a legal agreement under Section 106 of the Act for the heads of terms as reported, including the amendments/additions, and the heads of conditions as reported, including the amendments/additions.</p> |
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