

**13/00552/REM**

**LAND WEST OF OAK ROAD AND NORTH OF HALL ROAD,  
ROCHFORD**

**DETAILS OF 293 DWELLINGS COMPRISING TWO, THREE,  
FOUR AND FIVE-BEDROOMED HOUSES AND FORTY  
FOUR APARTMENTS WITH ASSOCIATED GARAGES,  
ROADS, PATHWAYS, CAR PARKING, LANDSCAPING AND  
PUBLIC OPEN SPACE**

APPLICANT:                **BELLWAY HOMES ESSEX**  
ZONING:                   **METROPOLITAN GREEN BELT**  
PARISH:                   **ROCHFORD**  
WARD:                     **ROCHFORD**

**1      PLANNING APPLICATION DETAILS**

**THE SITE**

- 1.1      This application is to a site located to the west of the town of Rochford some 400m from the junction between Hall Road and West Street. The site is broadly rectangular in shape to an area of some 33 ha. and is primarily agricultural land. A footpath crosses the site on a farm track generally between north to south, at the western end of the site.
- 1.2      The site abuts the western extent of the built envelope of the town and immediately adjoins the back gardens of houses, bungalows and chalet bungalows fronting Oak Road. To the north the site is bounded by the hedge and ditch line running alongside Ironwell Lane, which is a byway open to all traffic (BOAT), but which is mainly used by walkers and riders. The western edge of the site is bounded by a hedgerow and ditch line between arable fields. The southern site boundary fronts a hedged boundary and ditch onto Hall Road with a pair of houses set in large grounds and open fields opposite at the western extent of the site and with a ribbon of housing set back in depth from the road frontage on the southern side of Hall Road on the approach eastwards into the town.

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**THE PROPOSAL**

- 1.3 Outline planning permission was granted on 1 July 2013 under application reference 10 /00234/OUT for a development of 600 dwellings and a new primary school.
- 1.4 This application comprises the first phase of Reserved Matters submitted pursuant to that outline permission and to provide the details of the layout, scale, design, external appearance and landscaping of the site for this first phase. The principal points of access to the development comprising a “T” junction onto Hall Road to the eastern end of the site and a roundabout onto Hall Road at the western end of the site were agreed at the outline stage. The precise design of these junctions will be dealt with by separate application to the County Highway Authority. The access points for minor junctions and access to individual plots are also submitted for consideration as part of this application for the first phase. Footpath connections between the existing frontage and the inner footpath are also proposed at various points to the proposed Hall Road frontage.
- 1.5 The current application shows the layout of the internal estate road forming a loop from Hall Road through the middle part of the site connecting each main access point from which the internal estate roads would lead into the depth of the site layout. The development to the Hall Road frontage would be set back behind the retained hedge and ditch but for the point where access is required for the “T” junction and roundabout and the various footpath connections. A connecting footpath across a buffer area of varying width would provide a footpath link to the eastern side of the layout connecting Hall Road with Ironwell Lane. The application also includes details of improvements for pedestrian use of that part of Ironwell Lane from the north east corner of the site towards the made up section of Ironwell Lane. The northern and middle parts of the site are the subject of later phases not submitted for consideration at this stage.
- 1.6 The current application is submitted as the first phase and comprises 293 dwellings in a mixture of housing and flats comprising 196 private dwellings and 97 affordable dwellings as follows:-
- 8 no. Two-bedroomed flats in two and three storey form;
  - 21 no. Montrose and 2 no. York two-bedroomed two storey houses;
  - 8 no. Beaufort , 8 no. Campbell, 14 no. Cavendish, and 20 no. Osborne three-bedroomed two storey houses;
  - 18 no. Fitzgerald ,14 no. Westminster, 14 no. Churchill four- bedroomed two storey houses;

- 14 no. Hanover and 15 no. Eaton four-bedroomed two and a half storey houses;
- 8 no. Warwick, 7 no. Cleveland, 1 no. Saffron, 6 no. Noak and 5 no. Portland five-bedroomed two and a half storey houses;
- 9 no. Russell and 4 no. Sloane four-bedroomed three storey houses;
- 36 no. One-bedroomed affordable flats in two storey form;
- 1 no. Four-bedroomed two storey house;
- 22 no. Two-bedroomed two storey houses; and
- 38 no. Three-bedroomed two storey houses.

1.7 Also submitted at this stage for consideration are:-

- Renewable energy statement (condition 16 to outline permission);
- Details to demonstrate the extent the dwellings proposed will comply with the requirements for lifetime homes (condition 17 to outline permission); these details include the provision of a facility in the first floor structure to allow internal lifts to be retro fitted and shows how the living room areas to each house could be adapted to form a downstairs bed space. In addition the applicant advises that sockets will be mounted to a useable height between 0.45m and 1.2m above finished floor level.
- Scheme detailing how surface water drainage shall be provided on site through the use of sustainable drainage techniques condition 25 to outline permission);
- Landscaping, including details of buffer strips (conditions 27, 28 and 32 to outline permission). These details include tree planting and meadow grass land to the Hall Road and Oak Road buffer areas. The Oak Road buffer area includes native shrub planting in groups to the boundary of the site and native hedgerow planting to the edge of the built form alongside the connecting footpath link. Condition 27 to the outline permission requires that these landscaped areas be provided a the early stages of the development within the first planting season following commencement of the development; and
- Details of the pedestrian link to Ironwell Lane (condition 38 to outline permission).

1.8 Further information was provided on 24 October to illustrate the clusters of affordable housing distributed throughout the development, including the remaining phases.

- 1.9 The application was revised on 20 November in response to issues raised in consultation as follows:-
- Updating the technical aspect of the surface water drainage and flood risk;
  - Consideration of the objections made against the siting of affordable housing close to the Oak Road buffer; and
  - Response (including revised designs) following the comments made by the County Council's urban designer.
- 1.10 Further landscaping details were received on 22 November and 2 December 2013 in response to the earlier comments raised by the County Council's urban designer.

## **2 RELEVANT PLANNING HISTORY**

- 2.1 The site has a single outline application permission, as set out below:-
- 2.2 Application No. 10/00234/OUT  
Residential Development (Class C3) of 600 Dwellings, Associated Access and a New Primary School on Land North of Hall Road, Including Infrastructure Associated with Residential Development, Public Open Space and New Vehicular and Pedestrian Access Routes.  
Permission granted 1 July 2013.
- 2.3 The application was originally considered by the Development Committee on 18 January 2012. The Secretary of State chose not to call the application in, leaving the application for the Council to determine. At the time of reporting, officers advised that, as can be the case for major applications, the precise wording of legal agreement clauses and the precise contributions were the subject of continuing discussions. Those discussions focused mainly on the contribution for the school site, a fall back position should the school not be provided to ensure the youth and community facilities envisaged as a dual facility at the school would not be lost, the financial contribution to the Primary Care Trust, and delivery and phasing discussions. The application was brought back to the Development Committee in January 2013 to consider revisions to the conditions duplicated by the requirements of the legal agreement and revised terms for the legal agreement.
- 2.4 The outline permission was granted on 6 July 2013, subject to a legal agreement to the following heads of terms:-
1. Provision of affordable housing in any phase to be not less than 25% nor more than 50% of the total number of dwellings in that particular phase. That provision to comprise Social Rented Housing, Affordable Rented Housing and Intermediate Housing.

2. Provision of an education site.
  3. Provision of an education contribution.
  4. Use of primary school (if built) or parts thereof for community purposes.
  5. Contribution of £485,000 towards highway improvement works, including a traffic regulation order to enable the relocation of 30 mph zone along Hall Road, infrastructure improvements to junctions at Sutton Road and Purdeys Way, and passenger transport service enhancement through a new or extension to bus service.
  6. Provision of a new roundabout to Hall Road and provision to priority junction onto Hall Road.
  7. Improvements to Ironwell Lane to improve pedestrian connectivity.
  8. Provision of footpath and cycleway along the site frontage on the northern side of Hall Road.
  9. Improvements to junction of Hall Road, Ashingdon Road, Bradley Way.
  10. Improvements to the junction of South Street and Bradley Way.
  11. Improvements to the junction between Southend Road and Sutton Road.
  12. Financial contribution of £383, 689 towards health care provisions in the vicinity of the site.
  13. Submission of a management scheme for the sustainable drainage on the site.
  14. Financial contribution of £15,000 towards the Council undertaking an air quality assessment within 10 years.
  15. Purchase of 13.5 Conservation Credits (up to a maximum cost of £60,000) to be used in habitat restoration scheme.
  16. Provision and maintenance of open space.
- 2.5 Details discharging condition 34 to the outline permission have agreed a public realm design strategy for the overall development.
- 2.6 Details discharging condition 35 of the outline permission have agreed a design brief for Phase 1.

### **3 CONSULTATIONS AND REPRESENTATIONS**

#### **3.1 Rochford Parish Council**

Make the following comments and concerns of residents:-

- Affordable housing being situated at the end of Oak Road, which is not in keeping with the street scene of Oak Road (originally residents were told that this type of housing would not be near to Oak Road).
- There is a fear of anti-social behaviour, particularly as the cycle and footpath (of which there is only one), is close to the rear of properties in Oak Road. It is felt that there are inadequate security measures to protect these properties.
- The flood risk assessment is inadequate and does not take into account the removal of natural drainage, nor the recent flooding in Hall Road as this area is susceptible to flooding.
- The position of the two lagoons near to properties in Oak Road could lead to health hazards from insects and other health hazards.
- Who will be responsible for the upkeep of the lagoons and storm drains and landscaped areas?
- The high density of the properties constitutes over-development.
- The development will put a strain on local services such as roads and Doctor's surgeries, especially as the proposed primary school and other amenities are not to be built until phase 3.
- There is not enough secondary school provision in the area.

#### **Essex County Council Highways**

**3.2** No objection to raise, subject to the following heads of conditions:-

- 1) Prior to the commencement of the development provision within the curtilage of the site for the unloading and reception of materials and operatives' parking.
- 2) Prior to the commencement of the development submission of details to prevent the discharge of surface water from the development onto the highway.

- 3) Prior to the commencement of the development submission of details for wheel cleaning of construction traffic.
- 4) Prior to commencement of the development submission of details for the estate roads and footways.
- 5) Provision of carriageways and estate roads prior to dwelling to take access therefrom.
- 6) All independent paths to be a minimum of 2m width.
- 7) Any tree planting within the highway must be agreed with the Highway Authority.
- 8) No unbound material within first 6m of the highway boundary.
- 9) All parking to conform to EPOA Standards, Design and Good Practice, September 2009.

### **Essex County Council Urban Design**

#### Layout

- 3.3 There appear to be gaps in the trees along the main access road that damage the degree of enclosure along this street and the concept of the 'boulevard '. Why are there gaps, such as in front of plots 322 and 323? N.B. All utilities should be kept clear of verges to allow for tree planting.
- 3.4 I am concerned with the lack of unallocated visitor spaces and the distribution of visitor spaces. Visitor spaces should be evenly distributed throughout the layout to be effective at reducing inconsiderate on street parking. Where are visitor spaces for the N-W sector? A breakdown should be provided of the number of visitor spaces.
- 3.5 Plots 195-197. The parking next to the carriageway could be construed by visitors as unallocated - blurring of what is public and private realm. This arrangement is not ideal. Where is there space for visitors on this street? Visitor unallocated spaces should be on street and not in rear court yards.
- 3.6 The parking arrangement in front of plots 249-254 dominates the frontages to the dwellings. There is insufficient planting between bays to break up the views of parked vehicles along the street. The access to the front of the properties will potentially be restricted by vehicle overhang and bins.

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Landscape Features

- 3.7 There is an excess of bollards in some locations. For example, at the end of the turning head in front of plots 326/327 [there the turning head between appears to be double row] and the turning head between plots 40 and 33.
- 3.8 Along the footway in front of plot 114, bollards are located not only within the footway, but extend some distance both sides of the path - even through hedge planting! I would suggest that in the context of the open space soft landscaping would be best to discourage vehicular overrun rather than a line of bollards.
- 3.9 What is the significance of the dot dash line in front of houses edging the open space/play areas?

Detailing

- 3.10 Boundary walls – Avoid contrasting brick detailing, particularly as the walls have stone coping. Walls should be in the same brick as the house the wall relates to.

Elevations

- 3.11 Street scene elevations should be submitted. This will make it clearer how the character changes from one area to the next; the relationship of different house types to one another and the arrangement of the roof forms and heights, e.g., the Montrose 'A' house type has very high eaves and this unit sits in the middle of a terrace – how will it look juxtaposed to the Beaumont and Fitzgerald house types?
- 3.12 Plot numbers should be added to the house type drawings and the outline of any adjoining abutments should be indicated on the drawings.

Other General Comments

- 3.13 House types have boxed eaves, which produce heavy clubbed ends to verges, particularly evident on exposed gabled ends and gabled dormer windows. This detail is inappropriate and eaves should be left open or sloping soffits used instead.
- 3.14 Some of the dormers, particularly those with a flat roof, appear heavy and dominant.
- 3.15 There is a variety of window styles and sizes. In upvc windows the glazing bars of small paned windows can appear too thick. They should mimic the thickness and profile of timber beading and all glazing bars should be fixed to the outside pane of glass. In some properties it appears that there are leaded



lights - I would not encourage this detail because it can look rather fake. However, if lead lights are considered acceptable the leads should only be applied to the outside face of the windows. In respect of sash windows, double hung windows should be specified, not top hung, as this produces a thick meeting rail. All window and door details should be conditioned.

I have the following specific comments on the house types:-

- 3.16 Apartments – Elevation A and B. Too many materials and styles. I would suggest that the corner three-storey block is either 100% render with appropriate detailing and window pattern. Details of small paned windows to be agreed .
- 3.17 Fitzgerald –These units are designed to turn corners at junctions and many are in quite prominent locations. One issue is the duality of windows within the gables on version B and C. Windows in the brick faced gables should have segmental or gauged brick arches to match those on the front elevation - ideally all soldier course window heads should be replaced by brick arches.
- 3.18 The proportions, balance and articulation of the front elevation is not satisfactory - gabled two storey elements were traditionally formed at one [or both sides of buildings to form cross wings [see page 102 of the Essex Design Guide]] . I would suggest that this central element is not highlighted in a different material to the main body of the house as this draws attention to the problem.
- 3.19 Montrose A – Why such high eaves? This is a two storey house yet the eaves/roof height gives the impression of a two and half storey – see comment above under street elevations.
- 3.20 Montrose C –The rendered return that extends partially along the side elevation will look odd as the break between the render and brick work would be visible above the roof of the single storey abutment .This ambiguous change of materials is not in keeping with the traditional arrangement of finishes on buildings . It will be better to render to the corner and provide an appropriate edge to the render.
- 3.21 Churchill - The balance of the elevation would be improved if the staircase window is made deeper – [the sill height could be as low as the head height of ground floor windows] this would reduce the amount of unrelieved brick work at ground floor.
- 3.22 Cavendish – A, B, and C – What is happening on the side elevation? The material change to boarding in the middle of the gable is bizarre.
- 3.23 Russel A, Campbell B, D, E, Westminster C and D – More relief is required around window openings - Pentice board window heads with external architraves or raised render bands should be considered.

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- 3.24 Osbourne F – The half-hipped roof reduces the length of the ridge too much – this has an adverse effect on the appearance and form of the building. .
- 3.25 The door and canopy detail is also inappropriate. The door/canopy appear ‘Georgian’ and of a different style to the elevation. The canopy should not be above the timber rail that divides the ground and first floor.
- 3.26 Fitzgerald E, Beaufort B, C, and D – Too many features. The quoining and half timbering together create a confused stylistic design .
- 3.27 Ha 45 - Corner turning plots, which are in prominent locations. Excessively wide gable ends with slack pitches [labelled as side elevation] address the public realm - fronting onto streets and public open space. These are extremely ugly elevations. The form is not in keeping with the traditional character of buildings in Rochford or Essex. This house type needs to be re-designed or replaced.
- 3.28 HA 75a – Very wide gable flanks. These may be visible from the public realm.
- 3.29 HA 88E – The balance of the elevations would be improved if there were more windows at ground floor. A window could be provided to the store room.
- 3.30 HA 88G, Plot 48 – Side elevation facing open space needs to be animated with windows. This will also allow for increased natural surveillance. I would suggest handing the plot, the door can be located on gabled front and there is the opportunity to provide windows [to kitchen, dining area and bedrooms] on this important elevation.
- 3.31 HA 102 - Duality of window openings in front elevation [see page 93, Essex Design Guide.] Some feature will be required to reinforce the centre line of the gable.
- 3.32 If the above matters can be resolved then I would raise no objections to the application.
- 3.33 I would recommend that the following conditions be applied to any consent granted:–
- Details of windows, window frames, glazing bars, window and door surrounds, canopies, and porches shall be submitted at scales between 1:20 to 1:1 as appropriate and agreed by the LPA before development commences.
  - All windows in brick elevations shall be inset 100mm from the front face of the brickwork.

- Verge and eaves details shall be submitted at scales between 1:20 to 1:5 as appropriate and agreed by the LPA before development commences.
- Details of roof lights and dormers to be submitted and agreed by LPA.
- Details of balconies at a scale of 1:20 to 1:1 as appropriate shall be submitted and agreed by the LPA prior to development.
- The location and detailed design of all boundary walls, fences, railings, car port doors and gates adjoining/facing the public realm (streets and spaces), shall be submitted to and agreed by the Local Planning Authority prior to construction.
- Details of all ground surface finishes including kerbs, channels, man hole covers and tree surrounds shall be submitted to and approved by the Local Planning Authority prior to their installation.
- All service intakes to dwellings shall be run internally and not visible on the exterior.
- All soil and waste plumbing shall be run internally and shall not be visible on the exterior.
- The rights of utility companies to deemed consent under the General Permitted Development Order to construct electrical sub stations and gas governors within the development are withdrawn and planning consent will be required.

### **Environment Agency**

#### Surface Water Management

- 3.34 Information has been submitted in support of Conditions 25 and 26 relating to the surface water drainage strategy of the site and the compliance requirements of the flood risk assessment, completed by Ardent Consulting Engineers, referenced GS551-02B and dated April 2010. We have also been consulted on the preliminary drainage SUDS drainage strategy plan reference G552-SK02 and drainage strategy response, completed by AB Design Ltd.

#### Surface Water Drainage Strategy (Condition 25)

- 3.35 We have reviewed the topographical survey, as highlighted within the FRA, and note that the slope of the site is from a level of 12.0m AODN in the south west to a level of 7.0m AODN in the north east corner, discharging water into the ditch on the northern boundary of the site, which drains adjacent to Ironwell Lane, through the 525 mm culvert under Ironwell Lane and into the River Roach. We do not agree with the AB design report that the development

site would naturally drain to other water courses, such as the ditch on the southern boundary of the site draining along Hall Road. As we understand it, the Hall Road ditch predominantly receives surface water from the existing highways in this locality, including Hall Road, draining into the ditch. This has not been fully recognised in the ABD Report.

- 3.36 We agree with the calculated Green Field run off figures of 77.3 l/sec (1 in 1 year rain fall event), 216.8 l/sec (1 in 30 year rain fall event) and 305.2 l/sec (1 in 100 year rain fall event) inclusive of future climate change, as does the AB design report. These figures represent the existing discharge rates into the receiving water course for surface water discharging from the undeveloped site.
- 3.37 The drainage scheme has shown that it is currently storing 11,100 cubic metres of attenuated storage, based on the 1 in 100 year rain fall event inclusive of future climate change. We are satisfied with this surface water storage figure.
- 3.38 We agree with AB Design that there have been a couple of recent flood events in Rochford, which did cause some flooding down stream of the site towards Southend Road. Notably the most recent event was on 24 August 2013. This is of concern, as the fluvial River Roach, which would receive surface water from the development, becomes tidally influenced at Salt Bridge, down stream of the site. This means any surface water flows discharged into the river system can become tide locked and unable to freely drain down stream during significant events, potentially exacerbating the increase of risk of flooding to existing properties in the locality of Salt Bridge. It is believed that this was the situation in August, as the rain fall event was coincident with a high spring tide. This flood incident is under full investigation by us and other Risk Management Authorities (RMA's), which will highlight additional issues that may have contributed to this situation.

#### Recommendations

- 1) We recommend that, prior to the discharge of Condition 25, all surface water drainage discharges off site from the attenuation ponds to the outfall, are calculated so they are pro-rata based and proportional to the amount of development completed in each of the 5 Phases of development, until the final drainage figures highlighted in the FRA are achieved.

We are aware that, based on the masterplan FRA discharge rates for the entire development, the discharges for the current phase of the works will be restricted on a pro-rata basis to 50% of the Green Field run off.

1 in 1 year - 38.6 l/s

1 in 30 year -108.4 l/s  
1 in 100 year - 152.6 l/s

The remainder of the site will continue to drain using existing natural methods until such time as these phases are brought forwards and the discharge rates reviewed at that time, to accommodate the additional flows and storage provisions.

- 2) We recommend that the overall drainage scheme highlighted in plan reference G552-SK02 (Rev D) is considered by the Lead Local Flood Authority (LLFA), Essex County Council. They will be able to check that the scheme is compliant with the Essex County Council Sustainable Drainage System Design and Adoption Guide (December 2012) prior to the scheme being adopted by an independent management company.
- 3) It is preferred by us that the final discharge rate off site is restricted, when all 5 development phases are complete, to the 216.8 l/sec, which represents the 1 in 30 year Green Field run off rate. This is because of the potential tide locked flows that can occur downstream on the River Roach. We acknowledge that the drainage scheme will need to be adjusted. However, as the site is relatively large there is scope to provide the required attenuation storage on site for above this event up to and including the 1 in 100 year rain fall event inclusive of climate change.
- 4) The foul drainage capacity issues highlighted in the AB Design Report are investigated and resolved with Anglian Water Services, who are the adopting authority for the foul sewers at the above location.

#### Flood Risk Assessment Compliance (Condition 26)

We have no objection to the discharge of this condition, as the SUDS drainage scheme will be discharging off site at the Green Field run off rates agreed in the approved flood risk assessment (FRA), completed by Ardent Consulting Engineers. We recommend that the maximum discharge rate off site is set at 216.8 l/sec, which represents the 1 in 30 year Green Field run off figure for the entire (5 phases) of the development site.

The approved FRA was completed in 2010 under the then current Planning Policy Statement 25 (PPS 25). However, we believe that all decisions on development proposals considered under current planning applications should be compliant with the new legislation of National Planning Policy Framework (NPPF), March 2012.

Under this legislation our highlighted recommendations echo the principles of paragraphs 100 and 102 of the NPPF, which proposes “using opportunities offered by new developments to reduce the causes and impacts of flooding” and “a site specific flood risk assessment must demonstrate that the development will be safe for its lifetime, taking account of vulnerability of its users, without increasing flood risk elsewhere, and where possible, will reduce flood risk overall.”

### **Natural England**

- 3.39 Advise that the application site is in close proximity to the Crouch and Roach Estuaries Site of Special Scientific Interest and that this SSSI forms part of the Essex Estuaries Special Conservation Area. Natural England is satisfied that if the application is carried out in accordance with the terms and details as submitted, the Council is not required to undertake an appropriate assessment to assess the implications of this proposal on the site’s conservation objectives or that the application will not damage or destroy the interest features for which the SSSI has been notified. Therefore raise no objection in terms of the statutory nature conservation sites.
- 3.40 Advise that in terms of protected species, should the LPA be made aware of the presence of a priority or protected species on the site, the Authority should request survey information from the applicant before determining the application.
- 3.41 Advise further that the application may present opportunities to incorporate features into the design, which are beneficial to wildlife such as the incorporation of bat and bird nesting boxes.
- 3.42 Advise that the application may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment through green space provision and access to and contact with nature.

### **Essex Badger Protection Group**

- 3.43 Advise that there is clear evidence of badger activity in areas within and on the site boundaries. Many badger entrance holes have been found along the site boundaries, as well as fresh badger tracks and latrines within the site itself. There is also evidence of a Badger Sett on the site boundary that has been tampered with and has had its entrance holes filled with hardcore and other materials.

### **London Southend Airport**

- 3.44 Advise that, given the position and height of the development, have no safeguarding objections. Advise that if a crane or piling rig is required to

construct the development , this equipment will need to be safeguarded separately and, dependant upon location , may be restricted in height and may also require full co–ordination with the Airport Authority.

**Rochford District Council Engineers**

- 3.45 No objection to raise, but advise that the sustainable drainage system need to be approved and adopted by the Lead Flood Authority, Essex County Council.

**Rochford District Council Strategic Housing Manager**

- 3.46 Advise that although the concentration of affordable homes (in this phase) is not necessarily desirable, have no objection. Advise, however, against location of more affordable homes in the same area in latter phases.
- 3.47 Given sight of the wider layout showing affordable housing to all phases submitted for information by the applicant, the proposal is satisfactory and provides a suitable distribution of private and affordable homes.

**Rochford District Council Head of Environmental Services**

- 3.48 No objection to raise, subject to the following conditions to be included in the grant of permission:-
- 1) A noise management plan to be submitted and agreed prior to the commencement of any works on site.
  - 2) A dust management plan shall be submitted to and agreed in writing prior to the commencement of any works on the site.

**Neighbour Representations**

- 3.49 31 letters have been received from the following addresses:-

St Andrews Road: 15, 20.

Ashingdon Road: 17, Sirco Controls, Sweynes Industrial Estate.

Folly Lane: 19.

Hall Road: "The Glebe" (2 letters).

Heritage Way: 6 (2 letters).

Ironwell Close: 7.

Lascelles Gardens: 44b.

Lesney Gardens: 32.

Oak Road: 5, 6, 12, 15, 17, 19, 23, 26, 29, 35, 39, 41b.

Rectory Avenue: 72.

Regency Close: 16.

Roche Avenue: 10.

Rocheway: 6 Century Cottages.

One unaddressed e-mail from a resident in St. Andrews Road.

And including one letter from the following address outside the District:-

New Park Road, Benfleet: 32.

And which in the main make the following comments and objections:-

### 3.50 **Layout Issues Raised**

- Attended the original presentation that Bellway gave at the Freight House three years ago. Were assured by the representatives that they wanted to work together with local residents. Oak Road is a very unique, privately owned road, with the majority of residents having lived there many years. So total surprise to discover that a cluster of affordable housing is to be built backing onto gardens in Oak Road, showing total disregard to the integrity and character of Oak Road, directly in conflict with the natural continuity of privately owned homes.
- Concerned about the intended location of a large block of affordable housing, which has been concentrated mainly to the back and to the eastern side of the site. My concerns are based on the planned concentration of housing close to the Oak Road border, and the inevitable effect this will have on us and other existing residents.
- Affordable housing should be evenly distributed throughout the development. This is clearly not the case and no plans to locate it near the executive houses and desirable areas within the layout for the first phase.
- The planned footpath/cycle path has only one exit and would impact upon the privacy of Oak Road residents.
- Firstly, the housing type, size, and number (specifically the apartments Ha45G and Ha88H in plot 70/71) directly adjacent to my property is not in keeping with the standard and character of the housing in Oak Road, and as such there is no natural continuation in the residential character of dwellings. Neither too is there any continuity in the run of privately owned



homes, from Oak Road to the planned site (as I understand that these dwellings are earmarked for housing association use).

- On the original plans (submitted by Bellway for initial approval) there is listed a 'buffer zone to Oak Road gardens with low density housing set back from garden boundaries.' The new plan does not show a landscaped buffer zone to the east, instead it shows an 'open space' up to the Oak Road garden boundaries, and the low density, and privately owned housing to 'soften' the impact on existing Oak Road residents has been replaced with higher density dwellings in the north-eastern corner of the development.
- The original plans afforded Oak Road residents with more privacy (as were backed by gardens, and fewer neighbours) and a buffer to the new development to de-sensitise the impact. As existing residents, we already have to adapt to the changes a development of this size brings to the surrounding area, but so too, with these plans, we will have to contend with increased noise from footpath traffic, as well as a higher concentration of housing opposite, which will affect our quality of life (light and noise pollution), and our enjoyment of our property and its location.
- We don't understand why Bellway has changed the plans and distributed all affordable housing to the north and east of the site where it will impact on existing residents the most, although we suspect that this is to minimise the impact to sales on the executive, private housing at the front and west of the development. I fear that this decision will affect the re-sale value of my own property as, if the proposed plans go ahead, I will have more neighbouring properties than other houses in Oak Road to the south, which is ultimately less appealing.
- We feel that there should be a tall fenced boundary as a measure to address the problem of security that the development will bring with the increased access and footfall in that area.
- The building of 600 houses will significantly change the view from the houses on Oak Road and very importantly reduce the property owners' privacy. We feel that it would be more sympathetic to the area if there was a substantial screen of trees and shrubs, rather than the proposed grassland planting for the boundary.
- Dumping of affordable units in the lowest lying corner with the worst access, and backing directly onto existing neighbourhood. This could almost be designed to achieve poor social cohesion between old and new inhabitants and is particularly poor planning in any other than the crudest profit-serving terms.
- Future coalescence: this represents another significant step in amalgamating the various built-up areas in the Rochford District, whether

at present intended or not, and weakens the case against future Green Belt incursions.

- Presumably, the Secretary of State declined to call in the outline planning application for review on the basis of the original plans for 600 houses, a school, community centre, and doctor's surgery. Most, if not all of, this infrastructure does not exist on the current plans. Why not? Will these infrastructure ever be developed or was it simply a mechanism to push through the outline plans for Bellway.
- I am a resident of Oak Road and my house backs onto the proposed development. I currently have an endless view as far as the eye can see. This development will affect me personally from both a quality of life perspective, but also financially. It simply cannot be argued that house prices in Oak and Hall Roads will not be affected by a) loss of view and b) the development of an estate that is simply out of character with the existing aged housing stock.
- The plans suggest affordable housing right next to Oak Road. This could not have been planned more badly. Talk about a lack of natural cohesion between what is good quality housing stock in Oak Road and the new proposed stock. Surely a better thought out plan, if indeed any plan for development on this site is well thought out, is for the better quality housing in the development to border existing stock.
- Forty four affordable homes to be built backing onto houses in Oak Road is actually social housing, leaving Oak Road residents to endure noise and anti-social behaviour – as evidenced in the development to the rear of the town centre which is now a no-go area. Please don't make this costly error again.
- Note that the number of dwellings has been reduced and no primary school but still feel any building on this site will be detrimental to those living in expensive properties and the infrastructure to this small village/town. Other open and unused land could be used instead.
- Assume the trees will be cut down and more cars will be in use and dread to think what it will be like.
- Would like to see the north east corner of the buffer planted with as many thorny shrubs as possible.
- The area of land shown hatched is meant to be open space. The appearance of a roadway leading into it suggests an intention in a further phasing of developing that land and seek a categorical assurance that it is to remain open land.

- Notice that brown belt areas are being used to which totally agree on. Hall Road is one of the nicest roads to drive down and it will mean goodbye to that. It is going to be one big estate. Under no illusion that opinions expressed will lead to refusal as the Government wants more houses built in Essex.
- Love Rochford and chose to live here in retirement. Could not the brown belt next to Toomey's be used instead?

### 3.51 Highway Issues Raised

- The additional road traffic resulting from this development will adversely affect the surrounding area/road transport system. I believe that the extra potential 350 cars will cripple the local road system (particularly via Hall Road under the railway bridge) and potentially see an increase in road traffic accidents. Currently there is not a direct bus route along this road so this also impacts greatly on the local services. Will the local bus services provide a new route or expect everyone to use their cars/bikes? Majority of people will not walk these days. Again causing more strain on already stretched local services.
- First need a new outer by-pass to prevent traffic backing up through the town and all the fumes coming into houses. Since the Cherry Orchard by-pass traffic only builds up when there are road works, etc.
- 600 houses means 1200 adults, 1200 cars, 1200 children possibly more. Where are they all going to go? Concreting over such a large area already prone to flooding. What a great idea! Well done!.
- Object to the proposed footpath (north-south, from Ironwell Lane to Hall Road), which runs along the Oak Road border. The footpath is, in places, too close to the existing border gardens with Oak Road properties, and offers an unfair public vantage into my garden (and if the landscaping is raised at all, as is suggested in the plan) would be a major invasion of our privacy.
- Concerned that if this footpath is permitted, it will no doubt need to be lit (to be safe), and that we would be affected by the adjacent, diffused lighting along the footpath, as well as pedestrian traffic (noise disturbance), and that this will have a detrimental effect on existing residents.
- See why the footpath is desirable, but I do not understand why it is necessary as there is no existing footpath here today (as there is on the western side of the plot), and there is already provision in the plans for pedestrian access from Ironwell lane to Hall Road through north-east corner, through the paved streets and via the access road and shared surface access roads in the south eastern corner.

- Concerned about the amount of traffic this site will generate. How will the road under the railway bridge, congested at the quietest of times, cope? Also, amenities. Will extra drainage, sewerage, rubbish collection, schools, doctors, etc. be provided? It's a shame you will be turning one of Essex's little market town gems into a sprawling suburb with no community spirit. I wonder if you even care.
- During the consultation and at the Council meeting the finding of the traffic survey reports was that many of the nearby roads are already at or over capacity, and one even went as far as to say "the best we could hope for was gridlock!" Minor improvements thrown in by the developer as a sweetener for the Council do not change our opinion on this. During rush hours currently traffic is often backed up several hundred metres, which will block the entrance to the site. This situation will be chaotic during the construction phase, which will inconvenience people and local businesses and, crucially, emergency services. There is currently very poor pedestrian access to Rochford under the railway bridge; people can only pass in single file and parents with buggies currently experience difficulties, which 600 homes will worsen. The road access to Rochford is often problematic during rain due to flooding and was recently closed by police during heavy rain - a situation I think will occur if the development goes ahead.
- Fear the position of the roundabout on the bend in the road is possibly a road hazard as fast moving traffic coming from Cherry Orchard Way roundabout will have little time to adjust as it approaches.
- There is no access by public transport from the proposed development to Rochford and, as stated above, access by car and foot is inadequate and there is nothing in the plan to improve it; in fact, it will considerably worsen it.
- Permission granted without heeding the inadequate road system leading into Rochford town.
- The amount of construction due to take place in this area over the next few years will undoubtedly result in higher levels of heavy duty construction traffic, noise and dirt on the road and a number of railway bridge strikes no doubt! This is after all the only road through Rochford.
- When the properties are habitable the new residents will impact upon the local infrastructure with additional road traffic throughout Rochford, in particular the roads past the airport and into Southend. This will also add to the additional commuter traffic by road and rail.
- As a managing director of a local company for 40 years and resident of Rochford for 69 years, am dismayed at this development and those other developments in the Rochford vicinity. We have staff already experiencing difficulty with local congestion, especially in school term.

- Traffic overload already serious, and now to be augmented by some 6-900 further vehicles on a daily basis, before one even considers intended further commercial development around the neighbouring airport estates.
- Impossibility of re-modelling crucial junction at Hall Road bridge, as demonstrated in the recent floods, when the Rochford side and all villages to the East were effectively cut off by the closure of crossings from Prittlewell to Rayleigh, leaving the footbridge over Rochford station as the only remaining communication.
- Access to Hall Road for public transport is constrained by the railway bridge that will not allow access for buses. Isn't there a requirement for new developments to have easy access to public transport? The railway station is not 'easy access'; it is too far from this development.
- The current plans do not match the original outline plans that included a school, so I'm assuming that there will be additional traffic flow into Rochford at school run time, to schools that are already over crowded.
- Consider care should be taken with regard to the improvement to Ironwell Lane so as not to encourage further vehicle use. Would like to see vehicles excluded, by placing posts and the developer paying for a traffic regulation order.

### 3.52 Green Belt Issues Raised

- Use of Green Belt land.
- Permission granted totally without consideration of the need to preserve Green Belt and prime agricultural land.
- Increasing size of village by around a quarter overnight (bearing in mind that the Rochford boundary actually only goes up to Ironwell Lane and that this is only Phase 1 of an intended 600 house new town).
- I do not myself back directly onto the site and do not anticipate significant impact as an individual, but the above issues are common to the whole town, right out to the boundaries, and should have been considered more attentively than they were. The carpet development of South Essex is an ongoing issue and I can only put on record, in the face of obvious indifference, the reasons this particular development is a poor one.
- We feel that the loss of Green Belt land is a major concern; it should only be used as a last resort, especially when there are several brown field sites in the vicinity that should be explored first rather than going for the easiest option. This impacts generations to come and the Council has a duty to consider this and not go for a quick fix when destroying such a

precious resource.

- The Green Belt was created to restrict urban sprawl. This development will adversely change the character of the local area. A major concern is that this development will set a precedent for the inappropriate use for farmland and we feel this will lead inevitably to further planning applications.
- In principle against the whole application for Hall Road ultimately providing 600 new homes, a new school etc., as I believe that the surrounding area/infrastructure cannot cope with this development, e.g. doctor surgeries, local transport and local environment. I do not approve of farmland being given over to housing development when in the surrounding areas a number of brown sites are still available, not to mention the sites that have been sold a number of years ago, which still do not have any signs of work being carried out.
- Why are property developers allowed to purchase green field sites to construct upon when there are brown field sites which are prime for development, such as those leading into Southend along Prince Avenue (football club when it moves) and Victoria Avenue.
- The route via the ancient Ironwell Lane affords fantastic views across the field, which would have been seen for centuries before us. Of course, with 293 houses this will be gone forever. The footpath round the edge of the field is also popular with walkers, and again the experience will be ruined by such a large housing estate.
- The amount of dwellings has decreased from 600, but still feel that 300 or more around that area is too vast as Rochford is too small a town to have such an enormous amount of buildings and on Green Belt.

### 3.53 Flooding/Drainage Issues Raised

- There is drainage ditch on the boundary, which is maintained by the farmer; who will be responsible in future?
- Rochford has recently been subject to severe flooding and we do not think the environmental study is sufficient to put our minds at ease. The drainage ditch rarely has water in it, even in the heaviest rain, proving that the Green Belt farm land acts as a large reservoir, which massively reduces the risk of flooding.
- Building up to 600 houses will increase the risk of flooding for the neighbouring properties.
- Given the impermeability of the soil on the site the two proposed catchment ponds appear inadequate.

- Note that the boundary line for the site does not include the ditch to the rear of Oak Road properties and express concern for the future responsibility for this ditch. Wrong to approve this application until the matter is resolved.
- Extremely concerned after the recent flooding - the Roach which runs alongside Ironwell Lane completely burst its banks, and water was spreading into several of the houses closest to Ironwell Lane. The Hall Road site was completely saturated, but luckily provided some much needed 'give' to the nearby houses, reducing the effect of the floods. I cannot see how absolute catastrophe will be avoided in the event of such weather again with a housing estate on the site.
- Recent narrow margin of safety for houses adjacent to the water course. The impact of paving over the land nearby may or may not be adequately mitigated by the proposed SUDS.
- Recent flooding in the Rochford area alone should kill this development stone dead. The whole area around Ironwell Lane and Oak Road is prone to flooding and residents have had water lapping at their doorsteps many times in this decade. How is the area meant to cope without the surrounding natural drainage through the loss of the field?
- Question who will maintain the drainage ditch that runs to the rear of homes fronting Oak Road.
- Recently advised that properties around St. Andrews Road were phoned by the Environment Agency giving warning of threatened flooding establishing the site area is on a flood plain.
- Question wisdom of providing the run off area for the whole development in the north east corner where the effect would cause most damage.
- Advised by a senior officer at Southend Borough Council that such development would have to satisfy the requirement that no further drain water should be allowed into the existing system and should be self contained within the development. To allow the development when flood risks are known would appear grossly negligent. Seek assurance that the Council and officers would not be likely to face future legal action should serious flooding take place because insufficient safeguards had been ignored.
- Worried at the effect of flooding upon The alms houses in West Street.

### 3.54 Design Issues Raised

- Rochford losing its character.

- Quality and integrity of such a unique area of Rochford should be protected.
- The house designs are predictably bland although the materials appear of reasonable quality. Would prefer to see a more modern design.
- A property towards the northern end of Oak Road was used as an example of the character required for this area. Locating social housing in this area is inconsistent with the example given and not suitable for the area.

### 3.55 Amenity Issues Raised

- The large bodies of still water will lead to large populations of mosquito and other biting insects, needing people to use insect repellent if they plan to spend any time in their garden as well as the smell, stagnation and health risks from this water body area.
- Concerned that the large water bodies will encourage young people to congregate and possible anti-social behaviour.
- The construction of up to 600 dwellings and other buildings will have a detrimental impact upon the local community through the noise, dirt and additional construction traffic throughout the construction period. This could last several years.
- Will dramatically increase noise pollution from Hall Road.
- It is not entirely clear how the preservation of privacy and continuation of character and amenity is going to be achieved for the northern end of Oak Road.

### 3.56 Ecology Issues Raised

- Concern for the welfare of the wildlife in the area, especially the hedgerow alongside Ironwell Lane, which is an ancient walk way. Would the planners please instruct the developers to ensure that the work on the green corridor that they are obliged to provide alongside the east and north boundaries of the site, and any other work they are to carry out with the maintenance of hedges and trees along Hall Road, are carried out as part of the initial ground work stage. In other words, the work should be carried out as part of the first stage of the development, thereby giving the planting material used in the green corridor - and any new hedgerow material - time to establish itself before people move into the houses and flats. Although the hedgerows along Ironwell Lane are very poorly maintained by the Council (County Council, I believe) they are nevertheless extremely important to the biodiversity of the area and



should figure high in the conservation and preservation ethos of the developer.

- Loss of prime agricultural land that will be needed, given population increase.
- Seems the Council will go ahead regardless of how much local objection.

### 3.57 Other Issues Raised

- The local police station has just closed and so there won't be any police presence for the increase of one thousand plus people.
- Don't know why being asked again as objected before.
- This proposed development is flawed in many areas and should not proceed in its current state until these valid resident concerns have been addressed by the developer and the Council.
- Should be using infill not expanding the footprint of our community.
- Understand the need for housing, but this will affect my quality of life and that of many people in the local area.
- The local health surgeries will not be able to cope.
- Extra revenue from the housing will undoubtedly sway the decision.
- This appears to be something of a cosmetic exercise, since all relevant comments have already been submitted. The Chief Planning Officer implied at the meeting that there were strong legal reasons why development could not be refused, and the Planning Member is quoted in the press as being eager to have work start.
- Addition of a single school and surgery is likely to be rapidly followed by the closure of existing poor facilities.
- Loss of high quality agricultural land important to societies and economies to protect. Given that Government at all levels has decided not to tackle climate change quickly enough we can now be certain that our agricultural production is going to suffer significant damage over the coming years. A natural variation in solar output will suppress UK food production further. Vital therefore to build resilience in protecting the supply of agricultural land. Therefore need a holistic policy to soil, locally and nationally.
- Paragraph 112 to the NPPF refers to the best and most versatile agricultural land (grades 1, 2 and 3A). Paragraphs 76-78 refer to local

green space designation and paragraph 70 refers to supporting established shops developing and modernising in a sustainable way for the benefit of the community. Paragraph 25 of “Space for Growing” DCLG 2012, suggests local green space designation could be used to protect local food growing areas. Supporting sustainable food systems is an essential element of sustainable development. Development that involves the loss of the best and most versatile agricultural land must not be permitted.

- I know this is a 'fait accompli'; after all, deals have been done, palms have been greased and the Planning department and Councillors have already shown complete disregard for the people that they are meant to represent in approving the outline planning application. Nevertheless, I would ask the Councillors, in the strongest possible terms, to see sense and, for once, to look after the interests of the residents that they're meant to represent.
- I simply cannot accept that anyone that is directly affected by these plans will approve. I challenge you to show me one approval from an affected resident and I will withdraw my objection. Just one! I know you won't be able to and surely that tells you that to approve these plans against the wishes of local residents is both wrong and a dereliction of your responsibilities.
- Notification letter dated 25 September but not posted until 30 September, thus losing five days opportunity to comment.
- Notification not received by some residents in Oak Road. No external notifications displayed in Oak Road but instead in Ironwell Lane and Hall Road with minimal pedestrian traffic.
- Not the first time residents have been deceived by Rochford District Council Planning Department; the new site layout was placed on the Council's web site then quickly removed, which is not very transparent.
- Permission granted previously, despite objections.
- Oak Road is and has remained a quiet, pleasant and safe place to live.
- By the applicants and the Council trying to make the area more environmentally friendly with cycle paths and alley ways, are not looking at the bigger picture.
- The plans show alley ways and pathways running behind houses to Oak Road, which will encourage groups to congregate and crime and anti-social behaviour to increase.
- No consideration for the residents of Oak Road.

- Before the applicants and the Council commit to an anti-social plan urge re-consideration and many residents object to this.
- Urge the applicant and the Council to keep to the original plan and avoid the Council being faced with huge financial penalties.
- The purpose, ownership and responsibility for the narrow strip of land to the rear of Oak Road properties needs clarification.

#### **4 MATERIAL PLANNING CONSIDERATIONS**

- 4.1 The site is currently allocated within the Metropolitan Green Belt, but is also an allocation for the provision of an extension to the residential envelope west of Rochford in the Council's adopted Core Strategy (2011) and the Council's emerging allocations document. The issues raised concerning loss of Green Belt, loss of agricultural land and impact of the quantum of development upon infrastructure, including the highway network, do not fall to be re-considered in the determination of this reserved matters application. The site has outline planning permission establishing the principle of the development. The current application for reserved matters is to consider the detailed aspects of the first phase of the proposal, given that the consideration of the acceptability of the principle of the development is now established through the grant of outline planning permission for 600 dwellings on the site.

##### **Detailed Design Considerations**

- 4.2 The outline application sought by way of a 'parameters plan' to avoid a monotonous development and to ensure that local vernacular characteristics would feature throughout the development in order that the resulting development be identified with the town. The parameters approved divided the overall development into five character areas as follows:-

- (a) Central Area;
- (b) The Avenues;
- (c) North and West Edges;
- (d) Eastern Edge; and
- (e) Hall Road Frontage.

The current scheme for phase 1 includes parts of areas (a), (b) and (e) and all of area (d). Area (c) will be in phases 2 and 3.

- 4.3 Condition 34 to the outline consent required the formation of a public realm design strategy for the whole site and to inform the design brief required for each phase. The approved public realm design strategy divides the site into

twelve typologies based around local design characteristics: A to I and J1 to J3. Phase 1 includes eight of these, as follows:-

- A (site entrances);
- C (spine road in the Central Area);
- D (squares);
- E (southern part of The Avenues);
- G (north east – south west axis);
- H (small link from spine road to central area of open space on north west to south east axis);
- I (Hall Road frontage); and
- J3 (eastern edge and buffer against Oak Road boundary).

All the character areas will have common designs of street furniture, such as hardwood bollards and Windsor type street lighting to create an overall continuity.

### **Character Areas**

#### **Character Type A – The Entrance Zones**

- 4.4 The site entrances would be defined by two avenues, each of the same typology that would lead into the site from both junctions made with Hall Road. The road surface would be finished in black asphalt and fronted by low density large houses with a formal character to reflect the low density existing to the Hall Road frontage. The avenues would be planted with hornbeam trees. The pedestrian footway would be separated from the vehicle carriageway by a verge with mixed shrub planting. The exception to this would be at the beginning of the street at the western end of the site where access from the roundabout would be adjoined by the pavement for the first 50m or so in length. In the case of those fronting the “T” junction at the eastern end of the site the curtilages would be enclosed by 1.1m high railing fencing, as set out in the public realm design strategy. However, those dwellings fronting the roundabout at the western end of the site would, in contrast, be set back with open frontages. It would be necessary to secure the enclosure with railings by means of a condition to the grant of permission.
- 4.5 The house types are 2½ storey form, including modest pitched roofed predominantly front dormers. The Saffron house type used to turn the corner of the Hall Road frontage onto the roundabout entrance would be articulated to include weather boarded, rendered and brick facing materials to landmark

the site entrance. These house types would range between 9-10.5m in overall ridge height. The formality in design and architectural detailing is referenced to properties in East Street and Ashingdon Road. The palette of materials would see the use of slate and plain tile roof covering and light buff and red brick work to the walling.

### **Character type C – The Central Spine Road**

- 4.6 This character zone would front the curved street alignment to the central north eastern part of the site and fronting the main spine road. This central area follows architectural principles from the Rochford town centre reflecting higher density terraced and semi-detached dwellings to the street frontage with parking court yards behind.
- 4.7 The road surface would be finished in black asphalt with on street visitor parking spaces. Tree planting would feature maple trees in grass verges between on street parking spaces. The verge area would feature timber bollards. The character would remain formal and include affordable housing.
- 4.8 The house types would be of two storey form, including some 2½ storey dwellings overlapping with character zone A. These house types would range between 8.2-9.2m in overall ridge height. The palette of materials would see the use of slate and plain tile roof covering to the main dwellings with pantiles to garage out buildings. The exterior walling would be finished in red, yellow and light buff brick work.
- 4.9 The flatted design type for the affordable housing to plots 72 – 75 inclusive was revised on 20<sup>th</sup> November to address concerns raised at the appearance of the building. In common each of the buildings reflect the same design characteristics featuring brick soldier coursing above window openings and common materials between this group of dwellings.

### **Character Type D (Squares)**

- 4.10 This character zone would front the two formal open space squares located in the central area of the layout to phase 1. The eastern open space is within the higher density central character area whilst the western open space is in the form of a village green and within a medium density area. Both green squares would be adjoined by visitor parking areas to the space edges. The built form fronting these spaces would include housing and affordable flats.
- 4.11 The road surface would be finished in block paving with a distinction in paving type between the road way and parking areas. The open spaces will function as local parks with larger growing tree species to their site perimeters with under growing shrubs. The parkland area will include land scoops and bunds to create open, yet safe areas for informal recreation.

- 4.12 The house types would be predominantly two storey form with some of 2½ storey and three storey. This character area includes the larger building containing the eight two-bedroomed flats shown to a part three storey and part two storey building located as a landmark corner feature fronting the square.
- 4.13 The palette of materials would be more varied to include coloured weather boarding, coloured renders and red, yellow and buff brick facing materials. These house types would range between 8-11.2m in overall ridge height. The flatted building would have an overall ridge height of 12.2m for the three storey element, lowering to an overall ridge height of 10m for the two storey element. The formality in design and architectural detailing is referenced to properties in Market Square and near to Rochford town centre.

#### **Character Type E (Southern Part of The Avenues)**

- 4.14 This character zone would front the avenues leading from the spine road to the south western part of the site and deliberately lacks a landmark feature as it is intended to form a simple suburban street with mews spurring off from the avenue. The character includes urban elements with hard landscaping stretching between both sides of the street between buildings. The front curtilages would be shallow and not enclosed, but would include occasional pockets of shrub planting to various plots.
- 4.15 The road carriageway would alternate between raised tables in block paving and black asphalt.
- 4.16 The avenues would be planted with limited deciduous tree planting set within grills. The pedestrian footway would be in a textured concrete surface distinct from the vehicle carriageway.
- 4.17 The built form would be continuous with linked attachments between dwellings forming a continuous enclosure of the street front.
- 4.18 The house types would of 2½ storey and two storey form, including modest pitched roofed predominantly front dormers. These house types would range between 8.4m-10.5m in overall ridge height. The palette of materials would see the use of slate and plain tile roof covering in different shades. Pantiles would be used for the garage out buildings and for the connecting link between dwellings. The external walling would feature two red bricks and two buff brick choices and a stronger use of coloured weather boarding.

#### **Character Type G (North East – South West Axis)**

- 4.19 This character zone would front the street alignment angled to the line of Hall Road to the central and south eastern parts of the layout directly in alignment through the proposed layout connecting the north east corner of the site onto Ironwell Lane with footpath no. 5 opposite the site.

- 4.20 The character is as a single street lined with trees and with a drainage swale forming a soft landscaped buffer on the northern side between the carriageway and the footpath alongside the frontages to individual dwellings. This results in a strong building line to that street formed by the regular set back distance of the built form to the main axis. The route creates a clear link between the balancing ponds and informal open space in the north east corner of the site. The frontages to dwellings would be enclosed by small hedging. The edge of the swale onto the street would be demarcated by riparian shrubs. The road carriageway would not, however, extend the full length of the street and would terminate short of the north east corner of the site to prevent through traffic.
- 4.21 The road surface would be finished in black asphalt and block paving.
- 4.22 The character would be low density to highlight the openness of the street with long views across either end of the site. The southern side of the site would be a more continuous frontage with car parking alongside each dwelling and within plot boundaries. The northern frontage would be more open with gaps into small courtyard areas.
- 4.23 The house types would of 2½ storey and two storey form, including affordable housing and affordable flats. These house types would range between 8m-10.6m in overall ridge height.
- 4.24 The designs feature a strong element of coloured render, particularly to upper walls and brick work.
- 4.25 The palette of materials would see the use of slate and plain tile roof covering with pantiles to garage out buildings and connecting links between dwellings. Brick work would include red and buff stock with cream, yellow, ochre and lilac self coloured renders.
- 4.26 This zone includes the two balancing ponds, which feature as part of the sustainable drainage system and designed to hold back surface water within the development at a discharge rate equivalent to that of the existing agricultural field. This area would be excavated and graded to form two ponds with a central shingle pathway between and viewing deck to each pond alongside the access path. The margins would be planted with riparian shrubs and marginal planting to provide wildlife habitat but deter human access into the wet areas. The outer areas would be sown with meadow grassland.

**Character Type H (Small Link from Spine Road to Central Area of Open Space on North West to South East Axis)**

- 4.27 This character zone comprises twelve three storey houses fronting a single street located between the spine road and character area G. The design covers two house types with the 'Sloane' forming the end unit to each terrace and the middle units of a Russell "A" and "B" variant.

- 4.28 The road surface would be finished in block paving with semi mature tree planting between visitor parking spaces on the south western side. Small hedging and 1.1m high railings would bound the front curtilage to each dwelling.
- 4.29 Both house types would be of three storey form at 12.6m in overall height. The palette of materials would see the use of slate roof covering and light buff brick work and white self coloured rendering in a mock stone effect to the walling.

#### **Character Type I (Hall Road Frontage)**

- 4.30 This character zone would front Hall Road and would be the most publicly visible frontage on the approach to the town and the layout reflects the low density character and generous set back distances already characteristic of those existing dwellings fronting the street.
- 4.31 The houses would individually front an access drive that would also serve as a pedestrian footway running parallel to Hall Road behind the retained buffer strip and hedging. The houses would be set in wide plots with generous side spacing. The access drive would be finished in block paving.
- 4.32 The house types would of 2½ storey form, including modest pitched roofed, flat roofed and gently sloping roofed front and rear dormers.
- 4.33 The ‘Saffron’ type used to turn the corner of the Hall Road frontage onto the roundabout entrance would be articulated to include weather boarded, rendered and brick facing materials to landmark the site entrance. These house types would range between 9-10.5m in overall ridge height. The formality in design and architectural detailing is referenced to properties seen behind gates and front planting existing in Hall Road. The palette of materials would see the use of slate and plain tile main roof covering with pantiles to the garage out buildings. The walling would be finished in red, multi red, yellow and buff brick work with self coloured white and yellow external rendering.

#### **Character Type J3 (Eastern Edge and Buffer Against Oak Road Boundary)**

- 4.34 This character zone would be sited to the south eastern part of the site behind the Hall Road frontage and behind the frontage development proposed to the spine road. This character area would be sited behind existing properties fronting Oak Road with a significant buffer area between the proposed and existing housing comprising a landscaped area ranging in width between 16.5 - 46 metres with meadow grassland , tree and shrub planting. The design aims to provide a transition between the spine road frontage and the existing housing, using predominantly detached housing to a density of 25 dph, as set out in the parameters plan agreed at outline.



- 4.35 This character area comprises four streets leading away from the spine road. The road surface to the main junction with the spine road would be finished in black asphalt but, most of the road surface area would be finished in block paviors to a shared surface design.
- 4.36 The house types would be of two storey form with one house type to four plots featuring flat roofed front dormers with rear roof lights within the depth of this character area. To the northern end of this character area are proposed semi-detached houses and flats also in two storey form alongside the character area G, which adjoins this area. The house types to character area J3 would range between 7.3-10.5m in overall ridge height.
- 4.37 The palette of materials would see the use of slate and plain tile roof covering in varying shades with pantiles to the garage out buildings. The dwellings would be finished red, yellow and light buff brick work and white, yellow and salmon coloured renders to the walls, including mock Tudor detailing replicating the appearance of dwellings in Oak Road.
- 4.38 The proposed designs in the layout proposed would incorporate local characteristics and styling, giving identity with Rochford and local distinctiveness, as sought by the public realm and design brief agreed at the outline stage. The applicant proposes the use of red, yellow and buff brick work in nine variations combined with the use of cream, lilac, mint, ochre, salmon, white and yellow self-coloured renders. In addition the applicant would use white black, sand yellow and grey green weather boarding. These walling materials would be used together with four plain tile types in two red and two brown variations, together with two slate variations for the main roofing, together with two variations to a small pantile type for out buildings and links. All windows and French doors would be in white upvc and all rain water goods in black upvc. All doors and garage doors are, however, listed to be finished in an anthracite colour. Whilst the overall scale and appearance of the development based around the eight character areas to this phase described above, would achieve distinct character areas and character streets, as strongly desired, officers consider that there would be a need to increase variation in the front door and garage door design so as to reinforce the individuality of the character areas achieved. This matter can be addressed by revised designs for the garage and front doors as a condition to the grant of permission.

### **Detailed Design Issues**

#### **House Types**

- 4.39 The County Council's urban designer raises a number of issues concerning the precise detailed design, including criticism of the boxed eaves detail, the detailed glazing (size of sections, use of leaded lights and lack of reveals) and

including conditions requiring the further submission of precise details for further consideration.

- 4.40 Paragraph 56 to the National Planning Policy Framework states that the Government attaches great weight to the importance of good design and positive planning to deliver high quality development that responds to local character. Whilst it is important to reinforce local distinctiveness, such approaches should not be unnecessarily prescriptive in detail and should instead guide the overall scale density, massing and height.
- 4.41 It is certainly the case that the site is not within the Rochford Conservation Area, and that being the case, it may be appropriate to take a more flexible approach to some detailed design issues. However, officers concur with the views of the County Council's urban designer regarding the design of windows and the boxed eaves feature. The latter may, as the applicant argues, require less maintenance, but it remains a clumsy, inappropriate feature and, that being the case, it is proposed that a condition to adjust this design element and requiring the detailed design of the windows be approved is appropriate.
- 4.42 The applicant has now submitted detailed street scenes for the character areas and made changes to reduce the width of flat roof dormer details to a number of house types, as well as revision to the first floor windows to the "Eaton B" type, to create a better balance to the front elevation, as suggested by the County urban designer.
- 4.43 The applicant has considered the criticism that the apartment blocks feature too many external materials, but propose to make no changes in the light of this criticism because it is an important landmark within the scheme and an integral part of Character Area D – the formal squares. The design was fixed in the consideration of the agreed public realm and design brief agreed as part of conditions to the outline permission. District officers are content with the design as proposed.
- 4.44 The applicant has revised the "Fitzgerald" house type to reduce the number of windows where it is used in the layout to turn street corners. Flat brick arches have also been introduced to the ground floor windows on this house type in Character area E – The Avenues. The applicant has, however, resisted the changes to materials of the front gable because the choice of materials is specific to the detailed themes and character areas they represent. District officers concur with this view.
- 4.45 No change is made to the eaves height to the "Montrose A" house type because this again is a character feature, but plans have been submitted to show the context in relation to the adjoining house types forming one building. District officers concur with this view.

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- 4.46 The applicant has removed the rendered return to the “Montrose C” in response to the criticism made.
- 4.47 The applicant has moved the window to the stairs to the Churchill A, B and C House types so that its sill aligns with the top of the ground floor windows.
- 4.48 The Cavendish A, B and C House type features a weather boarded side section above the connecting link providing a material change to the middle of the wall in an uncharacteristic manner, drawing criticism from the County urban designer. The applicant explains the need for this treatment being due to the wall loading requiring a lightweight material and argues this feature will not be seen at street level. District officers consider, however, that the full gable should be treated in the same weather boarding. The consideration of this detail can be achieved by the submission of details required by a condition to the grant of permission.
- 4.49 The applicant again argues that the criticism of the half hipped roof to the “Osbourne F” ignores the plain and simple details that are characteristic of those parts of Rochford from which the inspiration in design are drawn.
- 4.50 The applicant has revised the form of the affordable flatted building type Ha 45 criticised for having an inappropriate form and wide span with slack roof pitch. This building accommodates one-bedroom flats in two story form with entrance porch detail. This type now takes a revised form having the appearance akin to a hipped roofed house design in Character Area J3 – eastern edge and Oak Road boundary. The design has been completely reviewed to form a larger hipped roofed building for Character Area C – the central spine road - where it provides a building providing four one-bedroomed flats. This building would have a slightly greater mass and increase in ridge height of 0.3m but is provided with an appropriate setting accommodating this revision along the lines recommended by the County urban designer.
- 4.51 The Ha 75 has a flank depth of 9.3m and overall ridge height of 8.1m. The County urban designer argues for a more shallow depth and consequent roof span to this two-bedroomed affordable house type. Although the applicant considers revision unnecessary because of being remote from public view, District officers consider that on balance the building proportions should be revised primarily to increase the roof pitch and achieve a better overall form. Officers have approached the applicant on this matter and will report the outcome at the Committee.
- 4.52 The applicant has added windows to the front elevation of house types Ha 88 A, B, and E and re-positioned the landing window in response to the urban designer’s request for more windows to increase the natural surveillance of the public realm. On the same theme windows have been added to side of house type Ha 88 G to help its aspect to the street. The criticism of duality to

house type Ha 102 A has been overcome by raising the pitch of the roof and adding a window to the gable and vertically aligning the windows on ground and first floors. As a consequence the ridge height is increased to this house type from 9m to 9.4m. District officers consider this revision to be an improvement in character with the development principles followed to that part of the site in which this type would be situated.

### **Side Spaces**

- 4.53 The development layout would provide for side spaces between buildings and the plot boundaries of 1m as required or would site the buildings on flank boundaries with adjoining parking areas to neighbouring properties achieving side isolation of 2.9m in width or more. The higher density character areas feature linked buildings representing the use of terraced building types advocated in the Essex Design Guide. As a new development this scheme would provide for individual character areas and the resulting relationship between buildings would not have to account for the need to fit within existing streets, which is primarily the role of the metre side space to ensure infill development within existing streets does not lead to uncharacteristic coalescence harm to existing character.

### **Privacy Issues**

- 4.54 The Essex Design Guide accepts that for normal densities above 20 dph some overlooking is inevitable. The guide argues that a minimum back to back distance of 25m between houses may be acceptable with reduction where those properties are angled to each other and therefore not directly opposing and that privacy can be achieved through the siting of screening techniques such as the siting of intervening buildings such as garages. For flats the distance advised is 35m. The guide goes on to state that where new developments back onto existing housing those residents are entitled to a greater degree of privacy following these lines.
- 4.55 The properties fronting Oak Road have rear garden depths ranging between 34-45m. Taking into account the width of the buffer to the eastern side giving an additional 16.5-46m it is clear that the siting of the buildings proposed to the eastern side of the layout would be at a distance in excess of that required to maintain privacy, as stated in the Design Guide.
- 4.56 The house to the western most property fronting Hall Road adjoining the south eastern corner of the site fronts Hall Road with a side elevation presented to the site and the narrow part of the buffer strip. This dwelling has a conservatory and side windows at present overlooking the site. The 'Clevelend B' house type is proposed to plot 17 also fronting the access drive parallel to Hall Road in a similar relationship. This house type would present a side elevation toward 'The Rectory' across the buffer strip at its narrowest width of 22m between side walls. There are a bathroom and two bedroom

side windows that would feature at first floor to the nearest flank wall to this proposed house type. Given the distance almost equivalent to that required for directly opposing windows would be almost achieved, District officers consider that an acceptable degree of privacy would be maintained between this proposed house type and the neighbouring existing dwelling.

- 4.57 The 'Churchill D' house type to plot 29 would front onto the buffer strip and the rear garden of the 'Old Rectory' at a distance between 23 to 25m but given this is a front to side arrangement this is considered acceptable. Given this distance officers consider that an acceptable degree of privacy would be retained.
- 4.58 Within the proposed layout, the house types proposed generally feature side windows in relatively close proximity and some way short of being 25m apart. In addition, the siting relationship places back to back distances between houses closer than 25m and closer than 35m in the case of the flatted units. Use is made in the layout in many cases of intervening garages to screen those areas immediately behind dwellings as advocated in the design guide that would provide reasonable outside sitting areas. With the exception of the low density frontage area to Hall Road where houses directly opposed measure around 24-39m apart, the back to back distances to the higher density character areas are typically between 19m-22m.
- 4.59 The site must achieve the quantum of development, the provision of a site for a school and open space, landscaped buffer areas and the low density frontage area to Hall Road and that the remaining developable land area in varied character areas results in a tighter development pattern at less than desired distances apart. However, in officers' view the resulting privacy can be accepted given the benefit in varied built form and in this case the success in avoiding regimented built forms that are driven by policy compliance at the expense of character and the creation of a sense of place. In officers' view the relationship between dwellings can be accepted provided side windows at first floor and above are obscure glazed. This can be achieved by a condition to the grant of permission.
- 4.60 There would appear some misunderstanding of the proposed landscaping to the eastern buffer with properties fronting Oak Road. This buffer area has a width between the edge of the built development proposed and the rear boundaries of neighbouring dwellings ranging between 16.5m-46m but predominantly around 30m in width so as to provide an interesting space attractive to walkers and for recreation. This area will be excavated to provide a shallow drainage swale that will hold surface water in shallow depressions in periods of excessive rain fall. The contours shown represent the excavation and not mounding. Consequently there would be no significant increase in the land level to this landscaped area so as to allow people using this space to look over screen fencing and the tree and shrub planting to the rear gardens of the neighbouring properties.

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### **Garden Areas**

- 4.61 The Council's space standards require flats to have a minimum communal garden area of 25 square metres each, two-bedroomed houses and terraced dwellings to have a minimum of 50 square metres each and other housing a minimum of 100 square metres each. The guidance, however, goes on to state that those standards can be reduced where the development would adjoin areas of public open space. This issue was fought on appeal with regard to the details of an application for the south Hawkwell site allocation and where the inspector, in allowing the appeal, did not support the Council's view that garden areas below standard were unacceptable or that the release of sites from Green Belt should be exemplars of design and layout achieving good quality homes. The Council had argued in that appeal that inadequate garden areas undermined that ambition, but it was not supported by the inspector.
- 4.62 This application for phase one is for 293 dwellings. Of those 89 plots (30% of the total dwellings proposed) are shown with garden areas under size to the Council's standards. The garden areas proposed are each of a usable shape. The shortfall is distributed between a range of house types and situations including affordable housing and flats, together with detached private housing. The shortfall ranges from a few square metres to 57 square meters in the case of a detached three-bedroomed semi-detached house to plot 252. The typical shortfall most occurring is between 9 – 13 square metres affecting 18 no. plots.
- 4.63 Nevertheless, the layout of this proposal is bounded on three sides by landscaped buffer strips over which there will be public access footpaths. At the far western end of the site will be several hectares of country park open space. The combined buffers and open space total some 10.4 ha leaving a net developable area of 21.06ha of the site. In addition there are two main open space squares and three smaller play areas to which future residents would have access.
- 4.64 The south Hawkwell appeal decision, although to a different site, is material to the weighing up of the acceptability or otherwise of the garden area shortfall to this layout; it is anticipated that external scrutiny of this application would reach the same conclusion about the garden areas. Officers have raised this issue with the applicant and the response will be reported through the addendum.

### **Boundary Treatments**

- 4.65 The application details specify the use of the following means of enclosure:-
- 1.8m high brick wall and railing fencing;
  - 1.8m high brick walling with contrasting brick coursing;

- 1.8m high larch lap fencing;
  - 1.8m high close boarded fencing;
  - 1.5m high brick wall and railing fencing;
  - 1.1m high railings; and
  - 0.9m high chain link fencing as well as the use throughout the site of timber bollards.
- 4.66 The close boarded fencing would predominantly enclose the private garden areas providing privacy screening between occupiers and to parking court yards. The brick walling and railing details would reinforce the character areas to site frontages and public frontages.

### **Density Considerations**

- 4.67 Condition 3 of the outline permission requires that the development be implemented in accordance with the parameters plan agreed at the outline stage. The parameters plan shows the extent of the site given over to housing and the provision of a site for a new school and landscaped buffers to the northern edge onto Ironwell Lane, onto the back gardens to those properties fronting Oak Road and to the southern boundary onto Hall Road. Condition 3 also requires that the open spaces contained within the residential layout shall be provided to a minimum total of not less than 4759 square metres.
- 4.68 The layout to this phase 1 shows two open space squares and in addition three smaller areas of open space, one of which coinciding with the Hall Road buffer is equipped for play. The two main open space squares total 2,579 square metres, and 3,593 square metres. The three local areas for play are to areas of 436 square metres, 250 square metres and 100 square metres. These areas total 6,958 square metres and in excess of the minimum required by condition 3 to the outline consent.
- 4.69 Condition 4 to the outline permission requires that the landscape buffer to the Hall Road frontage be provided opposite the ribbon of housing fronting the southern side of Hall Road at a maximum depth of 8m. The submitted layout provides this buffer strip to a depth of 5-8m to this part of the site in compliance with condition 4.
- 4.70 Condition 5 to the outline permission requires that the site frontage to Hall Road for the entire southern frontage identified as Density Band E shall be limited to a density not exceeding 12 dph. This frontage has an area of 2.3ha and contains in the submitted layout 28 dwellings to a density of 12 dph in accordance with the requirements of condition 5 to the outline permission and the parameters plan.

- 4.71 Condition 37 to outline permission allows for the acceptability of the overall site density to be determined at the reserved matters stage in accordance with the design briefs to be approved for each phase. Phase 1 has an overall site area of 9.9ha. The total number of 293 dwellings for this phase equate to an overall density of overall density of the development equates to 29.6dph.
- 4.72 The eastern edge would equate to 25 dph at the top end of the range 20-25 dph. specified in the parameters plan.
- 4.73 The Avenues area to the central western part of the site overlapping this current phase and phase two, yet to be considered, would equate to a density of 27 dph and below the 30-35 dph specified in the parameters plan.
- 4.74 The central area directly north of the “T” junction made with Hall Road would equate to a density of 36dph within the 35-40 dph specified in the parameters plan.
- 4.75 The densities submitted therefore accord with those parameters established through the outline permission process to achieve the ambitions for the overall development structure and the densities established by the design brief for this first phase.

#### **Lifetime Homes**

- 4.76 Condition 17 of the outline permission requires the applicant to demonstrate the extent the proposed dwellings would comply with the lifetime homes standard. The site is relatively flat giving no problems for gradient. The internal layout of each dwelling provides a living room adaptable to become a convenient temporary bed space for those future occupiers in need to a temporary ground floor bedroom due to possible incapacity. Furthermore, each house is designed with a flooring structure that allows for the retro fitting of a through floor lift. The layout design also shows a reasonable route for the provision of a hoist from a main bedroom to the first floor bathroom. The applicant advises that bathroom walling would be strong enough to take adaptations such as the provision of hand rails.
- 4.77 The overall design specification will provide for electrical switches, sockets, ventilation and service controls to be provided at a height between 0.45m-1.2m from finished floor level useable by all occupiers.
- 4.78 The applicant advises that the proposed development will comply with part “M” to the Building Regulations and, given the above details, the proposal would achieve compliance with policy H6 to the Council’s adopted Core Strategy (2011).



**Provision of Affordable Housing**

- 4.79 The outline permission requires that 35% of the total number of 600 dwellings approved at outline for this site be affordable. The legal agreement requires each phase to provide not less than 25% or more than 50% of the total number of dwellings in that particular phase to be affordable. The provision of 97 affordable units represents 33% of the dwellings proposed in this phase and as required by the agreement.
- 4.80 The submitted layout shows the provision of affordable housing in six clusters throughout this first phase. The clusters vary in size with 28 units shown to the east of the spine road spreading across character areas D and E, 9 units to a small avenue also in character area E. However, clusters of 8, 17, 11, and 23 units are proposed located to the north east corner of phase 1. These affordable units comprising a mixture of flats and houses, although divided by roadways, would locate each of these clusters alongside each other in a greater concentration of 60 affordable units. The location of this group of units has attracted objection from nearby residents, particularly the group of 24 units located nearest existing properties in Oak Road.
- 4.81 The affordable housing should be integrated into the development as a whole and should not be segregated. The Council's strategic housing manager has been consulted on this layout and raises no objection, but expresses caution at the possibility of further affordable housing located nearby in other phases.
- 4.82 The applicant has considered the concerns raised, but submits that the development is acceptable and that no changes to the siting of affordable housing should be made. The applicant has submitted a layout plan to show the quantum of development being considered and the affordable housing distribution within that overall completed scheme. This plan shows the applicant's intention to provide private housing to the northern area of the layout in phase 2 so that those four groupings in the north east corner of this current phase will be surrounded by private housing in the completed scheme and integrated within the completed development.
- 4.83 The Oak Road buffer is designed to create separation, by way of a landscaped area between the new development and existing houses, and ensures a separation distance far in excess of that required between dwellings over an attractive landscaped setting. In these circumstances officers consider that the distribution of affordable housing as shown meets the requirements of the outline application and the aspirations of ensuring that affordable housing will be integrated into the development as a whole.

**Code for Sustainable Homes and Renewable Energy Statement**

- 4.84 Condition 16 to the outline approval requires the consideration of an energy statement setting out how the development will secure at least 10% of the energy from the development within this phase by on-site renewable low

carbon sources. These details accompany the submission of the reserved matters for this phase. The submitted details show that the applicant will utilise photovoltaic panels in the development that will achieve a reduction in energy demand by 10.01% in accordance with the requirements of condition 16 to the outline permission.

### **Landscaping Issues**

- 4.85 The reserved matters include an extensive landscaping scheme for this phase detailing the range of species and their planting and management in short and longer term concerning mowing, pruning and general after care. The landscaped buffer areas would comprise a mixture of meadow and wetland meadow mixed grassland to suit the use of these areas as swales holding surface water in shallow pools during excessive rain fall.
- 4.86 The details show the extent of those trees at the field margins to be retained. The details show the use of native trees and shrubs, both to the landscaped buffer areas and throughout the street frontages to reinforce the character areas and identity between streets. Occasional tree planting is proposed to the private rear gardens, but the planting is predominantly to the public areas and site frontages. These details also include the use of native and ornamental hedging to site frontages, as well as the planting of verges with trees and shrubs in certain character areas. The Council's arboricultural officer advised in the consideration of the public realm strategy that these details follow, that the landscaping philosophy would be successful in the context of the suburban character and that the tree choices and planting would do well, being suited to the environment and situation in relation to the siting of buildings and surface treatments.
- 4.87 The applicant has considered the comments made by the County Council's urban designer with regard to the landscaping of the site. The applicant has added additional tree planting to the front of plots 322 and 323 in the development layout drawing, as suggested, but these trees have not been added to the landscaping details. This matter can be corrected by the submission of details by way of a condition to the grant of permission.
- 4.88 The applicant argues against further delineation for visitor spaces. The strategy follows the provision of visitor spaces to the main spine road and formal square areas so as to guard against commuter parking so there should be no distinction as to those spaces for private use. This approach is consistent with Rochford town centre streets. As no objection is raised to this arrangement by the County Highway Authority District officers consider it can be accepted.
- 4.89 Whilst the residential spaces are located to the street side to plots 195-197 and that for plot 196 is located to a court yard to the front of the neighbouring flatted building at plots 203–206, this part of the layout is given over to a small

development of flats with a communal play space between. Given the higher density character of the area and higher density to his particular part of the development and the absence of objection from the Highway Authority, the applicant and District officers consider this arrangement can be accepted.

- 4.90 The bin collection points to the front of the houses to plots 249-254 would only be used for the storage of refuse bins on collection and would for the most part be free to provide pedestrian movement. The revised layout details show enhancement of this area with two trees planted to the verge in addition to the shrub planting already proposed. It would be necessary, however, for the landscaping details to be revised to show this additional tree planting by way of a condition to the grant of permission.
- 4.91 At key parts to the layout where open space meets the turning head or where verges front built form, timber bollards are shown to prevent vehicles entering the open space or parking in unsuitable positions. The timber bollards are appropriate and supported by District officers and the applicant as a means to segregate traffic from these areas.
- 4.92 It is a matter of taste as to the appropriateness of the use of a contrasting brick course to the brick walling design. Officers consider that a condition is, however, necessary to ensure the brick walling is finished in a material to match the brick work of the nearby buildings they enclose.

### **Highway Issues**

- 4.93 The County Highway Authority has no objection to the standard of the layout and details shown. The parking spaces and garage designs are shown to the Council's preferred standard. The proposed layout included covered first floor links to some designs over parking to the side and rear of dwellings within plots. The applicant also proposes a free standing car port alternative. This building would be enclosed on three sides with a pitched roofed design to the preferred width, but only a depth of 5.2m. Officers consider this option to be acceptable as the car port would not be fully enclosed.
- 4.94 Each plot would be provided with off-street car parking either within the plot or to court yard parking areas. The site location close to Rochford town centre would require that two car parking spaces per dwelling are required for dwellings other than the one-bedroomed flats and, in addition, visitor parking at one quarter of a space per dwelling. The layout provides for the required parking to serve each dwelling and, in addition, 57 communal visitor parking spaces.
- 4.95 The application details include improvements to the surface and lighting of that part of Ironwell Lane between the north east corner of the site and the eastern side of Ironwell lane beneath the railway bridge. The details show the footpath link within the site layout would extend over a culvert formed to the

ditch on the northern boundary of the site to an improved surface with asphalt planings on top of a granular sub base re-graded to remove low spots. That new surface would be limited to the existing width. The works would extend to the railway bridge whereby a new path to full construction depth would be provided to the northern side beneath the bridge to connect with the gravel surface to the immediate east of the bridge. The path would be illuminated by five low rise bollards, however design details of those have not been submitted. This matter can, however, be finalised by the submission of details as part of a condition to the grant of permission.

- 4.96 The application shows the extension of the existing footway and cycle path along the northern side of the Hall Road frontage to the new roundabout forming the entrance to the west of the site. The precise details of this are the subject of detailed consideration of those works by the County Highway Authority.

### **Refuse Collection Issues**

- 4.97 The application details include a strategy for refuse collection across the phase showing refuse storage areas for the Council's three bin system within plots and various refuse collection points for two bin collections near to kerbside locations off adoptable streets or private drives or within garage court yard areas. The flats to the affordable housing areas to plots 51, 52, 56-59, 60-63 and 342-345 would provide refuse bin storage buildings within communal garden areas.
- 4.98 Guidance for developers is set out at appendix 1 to the Rochford District Council Local Development Framework Development Management submission document (April 2013). This document is awaiting examination, but in the absence of any planning guidance can be taken into account, although be given limited weight. That guidance generally advocates the provision of storage within rear or side garden areas and collection points off the highway to avoid obstruction and cluttered street scenes. The guidance goes on to state that the storage areas should be within 15m of a public highway.
- 4.99 The proposed layout satisfies the emerging guidance, however the strategy submitted does not make provision for a collection point within 15m for plot 32 and does not appear to show collection points for plots 48-54, 56-63 and 330-337. This matter can, however, be considered by the submission of details by way of a condition to the grant of permission.

### **Flood Risk Issues**

- 4.100 Condition 25 to the outline permission requires the submission of details showing a scheme for the surface water drainage of the site to include sustainable drainage techniques such as balancing ponds and swales in accordance with the previously agreed flood risk assessment forming part of

the outline permission. Such details are also to include landscaping and planting to enhance ecology.

- 4.101 The Environment Agency does not agree with representations made that the previous analysis is flawed in that the run off does not discharge into other water courses other than the River Roach.
- 4.102 The submitted details show the provision of balancing ponds at the north eastern corner of the site, together with swales to the eastern and northern buffer areas and through the development alongside the main axis frontage connecting the alignment of Ironwell Lane to footpath 5 to the south of the site. These details have been the subject of consultation with the Environment Agency Officers will update members on the consideration of this aspect on the addendum to the meeting.

### **Other Matters Raised**

- 4.103 Representations have been made at the presence of Badger setts and other Badger activity on the site. Shooting cartridges are also noted in the survey submitted. The site has been used as recently as this summer for agricultural cropping and is adjoined by other farmland where shooting of pigeons has been common as a management of those pests to the establishment of crops. It is not therefore unusual to find spent cartridges in the hedgerow bottoms. The main Badger sett to which the survey refers is located off the site of this application. Furthermore, the location of development would be some distance from the sett location, given the buffer distance to the northern boundary with Ironwell Lane. It is anticipated that Badgers would continue to forage and that the impact upon other species would be minimal, given the agricultural cropping of the site preventing species establishing new habitat on the site. No further mitigation is required as a result of this new information.
- 4.104 It should also be borne in mind that the applicant is participating this site under the pilot scheme for Bio Diversity off-setting and whereby funding is contributed by way of the purchase of credits used with those purchased by other developers elsewhere, to fund larger mitigation schemes not possible on a site by site basis.

## **5 CONCLUSION**

- 5.1 This application follows the grant of outline planning permission for 600 dwellings on the site and which has established the principle of the acceptance of the development of the site in accordance with parameters to provide density, landscaped buffers to the site perimeters, provision of a site for a school and the layout of the residential element between twelve character areas themed from local vernacular characteristics evident to Rochford town and centre.

- 5.2 This application constitutes the first phase of the layout and building details covering eight character areas. This phase includes the provision of the spine road serving the development making two junctions with Hall Road, as well as pedestrian permeability to the existing highway network and through the site. The development forms reflect local identity and distinctiveness using materials sensitive to local tastes and traditions and to the character and public realm considerations laid down in the outline application process.
- 5.3 These reserved matters would achieve an attractive development reflecting the local character and subject to conditions clarifying minor detailed design aspects, and accords with the aims of the outline permission.

## 6 RECOMMENDATION

- 6.1 It is proposed that the Committee **RESOLVES**

To **APPROVE** planning permission for the reserved matters, subject to the following heads of conditions:-

- (1) Development to be implemented in accordance with the materials submitted in the design statement and public realm document, as agreed in conditions 34 and 35 to the outline permission and shown in reserved matters details, unless alternatives are agreed.
- (2) Submission of details for railings enclosure to roundabout frontages Character Zone A.
- (3) Landscaping to be as agreed and set out in this application unless as otherwise agreed.
- (4) Obscure glazing to first floor side windows.
- (5) No new side windows at first floor level.
- (6) Submission of details for garage and front door variation in colour and design to reinforce character areas.
- (7) Submission of details for the provision for refuse collection points within 15m of highway for plots 32, 48-54, 56-63 and 330-337.
- (8) Submission design details and appearance of low rise lighting bollards for the improvement to Ironwell Lane.
- (9) Submission of revised landscaping details for trees to front of plots 322 and 323.
- (10) Submission of revised landscaping details for tree planting to front of plots 249-254

- (11) Brick work material walling to match nearby dwellings.
- (12) Submission of details for the cladding of the roof gable end to house type Cavendish A,B and C.
- (13) Notwithstanding the submitted designs submission of revised details of roof verge and eaves at scale of 1:20 and 1:5 to show open or sloping soffits.
- (14) Submission of revised designs for windows, frames and glazing bars at scales between 1:20 and 1:1 and to reflect the frame and glazing bar thickness of traditional timber designs with glazing bars fixed to the outside pane of the glass and double hung sash windows and inset reveal within masonry walling.



Shaun Scrutton

Head of Planning and Transportation

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### **Relevant Development Plan Policies and Proposals**

Rochford District Council Local Development Framework Core Strategy Adopted  
Version December 2011

CP1, ENV4, ENV8, H6.

Rochford District Replacement Local Plan (2006) as saved by Direction of the Secretary of State for Communities and Local Government and dated 5 June 2009 in exercise of the power conferred by paragraph 1(3) of schedule 8 to the Planning and Compulsory Purchase Act 2004.

HP6

The Essex Design Guide (2005)

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

Standard C3

For further information please contact Mike Stranks on:-

Phone: 01702 318092

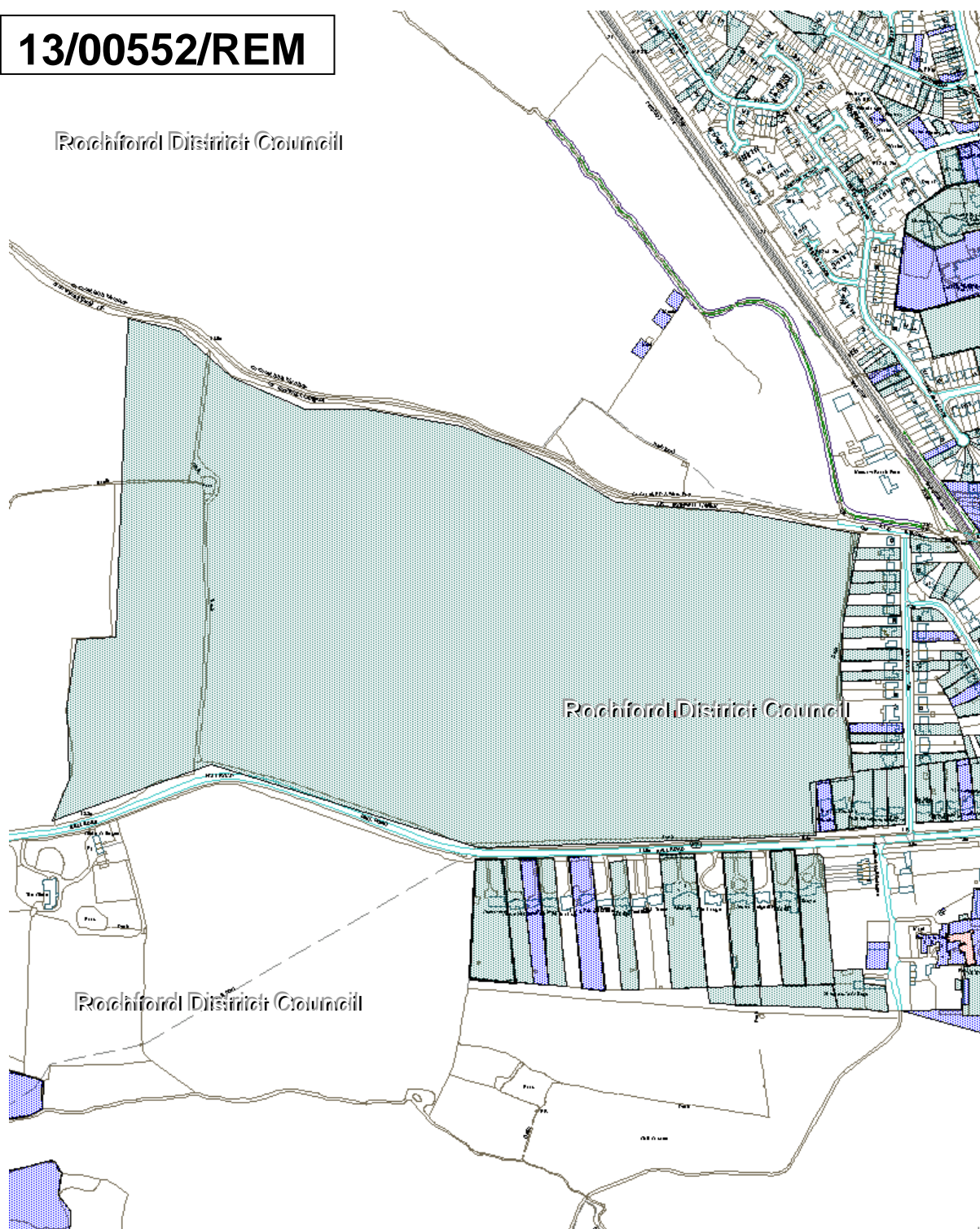
Email: [mike.stranks@rochford.gov.uk](mailto:mike.stranks@rochford.gov.uk)

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



**13/00552/REM**

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