

20/00454/REM**RESERVED MATTERS APPLICATION COMPRISING THE CONSTRUCTION OF 12 NO. INDUSTRIAL UNITS (USE CLASSES B1/B2/B8), PURSUANT TO OUTLINE PLANNING PERMISISON (REFERENCE 15/00781/OUT)****LAND EAST OF RUGBY CLUB, AVIATION WAY,
ROCHFORD.**

APPLICANT: HENRY BOOT DEVELOPMENTS LTD

**ZONING: LONDON SOUTHEND AIRPORT AND
ENVIRONS JOINT AREA ACTION PLAN**

PARISH: ROCHFORD PARISH COUNCIL

WARD: ROCHE SOUTH

1 RECOMMENDATION**1.1 It is proposed that the Committee RESOLVES**

That Reserved Matters approval be granted, subject to the following conditions:

- (1) The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- (2) The development shall be undertaken in strict accordance with the details of the approved plans referenced: Detail Site Layout (1514-JSA-XX-00-DR-A-01250 Rev. P1); GA Layouts Block 01 (1514-JSA-01-XX-DR-A-02200 Rev. P3); GA Elevations Block 01 (1514-JSA-01-XX-DR-A-03200 Rev. P3); GA Layouts Block 02 (1514-JSA-02-XX-DR-A-02200 Rev. P2); GA Elevations Block 02 (1514-JSA-02-XX-DR-A-03200 Rev. P3); GA Layouts Block 03-04 (1514-JSA-03-04-XX-DR-A-03200 Rev. P2); GA Elevations Block 03-04 (1514-JSA-03-04-XX-DR-A-02200 Rev. P2); GA Roof Plans (1514-JSA-XX-XX-DR-A-02201 Rev. P1); Proposed Site Sections (1514-JSA-XX-XX-DR-A-04250 Rev. P1); Bin and Cycle Stores Design Intent (1514-JSA-XX-XX-DR-A-90-001 Rev. P1); Proposed Perimeter Fence (1514-JSA-XX-XX-DR-A-90-003 Rev. P1); Indicative External Lighting (NT0751-AG-EX-XX-DR-E-2401 S3

Rev. P01) and Revised Landscaping Plan reference 7433_0336 (Phase 4 Landscape Details and 7433_001C (Phase 4 Landscape Proposal 1 of 2).

REASON: To ensure that the development is undertaken in accordance with the approved plans.

- (3) The soft landscaping as shown by the revised Landscaping Plan reference 7433_0336 (Phase 4 Landscape Details and 7433_001C (Phase 4 Landscape Proposal 1 of 2) shall be implemented in its entirety during the first planting season (October to March inclusive) following commencement of the development, or in any other such phased arrangement as may be agreed in writing by the Local Planning Authority. Any tree, shrub or hedge plant (including replacement plants) removed, uprooted, destroyed, or be caused to die, or become seriously damaged or defective within five years of planting shall be replaced by the developer(s) or their successors in title, with species of the same type, size and in the same location as those removed in the first available planting season following removal.

REASON: To enable the Local Planning Authority to retain adequate control over the landscaping of the site, in the interests of visual amenity and to promote biodiversity in compliance with policies DM1 and DM27 of the Local Development Framework Development Management Plan.

- (4) All car parking spaces as indicated by Proposed Detail Site Layout (1514-JSA-XX-00-DR-A-01250 Rev. P1) shall be clearly delineated on site prior to the first operation of the development hereby permitted and shall be retained in perpetuity over the lifetime of the use.

REASON: To ensure adequate and clear provision of car parking spaces to serve the development in compliance with policies DM1 and DM30 of the Local Development Framework Development Management Plan and the provisions of the Essex County Council Parking Standards Design and Good Practice, September 2009.

- (5) Prior to the installation of any external extraction equipment to the building hereby approved details shall have been submitted to and agreed in writing by the Local Planning Authority; any equipment shall be installed in accordance with the details as may be agreed.

REASON: In the interests of visual amenity and to ensure a satisfactory appearance in compliance with policy DM1 of the Local Development Framework Development Management Plan.

- (6) Prior to the first operation of the development hereby permitted the refuse and cycle storage facilities as cited by plan reference (1514-JSA-XX-XX-DR-A-90-001 Rev. P1) (Bin and Cycle Stores Design Intent) shall have been erected and available for use. This facility shall be retained in perpetuity over the lifetime of the use.

REASON: To ensure adequate cycle and refuse storage to serve the development in compliance with policies DM1 and DM30 of the Local Development Framework Development Management Plan and the provisions of the Essex County Council Parking Standards Design and Good Practice, September 2009.

- (7) Notwithstanding the details of the indicative External Lighting plan reference Indicative External Lighting (NT0751-AG-EX-XX-DR-E-2401 S3 Rev. P01) prior to the installation of any external lighting, details shall have been submitted to and agreed in writing by the Local Planning Authority. These details shall include the number, location, the height (relative to ground level) of all lighting columns or bollards, the position of all wall mounted lighting including their luminosity. The lighting shall be installed in accordance with the details agreed.

REASON: In the interests of visual amenity and to ensure a satisfactory appearance in compliance with policy DM1 of the Local Development Framework Development Management Plan.

2 PLANNING APPLICATION DETAILS

- 2.1 This Reserved Matter Application is for the construction of 12no. units comprising 6,467sq.m of industrial floor space (GIA) falling within B1/B2/B8 Use Classes as defined by the Use Classes Order 1987 as amended by statutory instrument 2020 No. 757 Town and Country Planning, England The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020. Details submitted for approval include details relating to access, appearance, layout, landscaping and scale. The application is supported by a number of plans and documents including the following:

- Application Form
- Site Location Plan (1514-JSA-XX-XX-M2-A-01000 Rev. P1)
- Existing Site Plan (1514-JSA-XX-XX-DR-A-01001 Rev. P1)
- Detail Site Layout (1514-JSA-XX-00-DR-A-01250 Rev. P1)
- GA Layouts Block 01 (1514-JSA-01-XX-DR-A-02200 Rev. P3)
- GA Elevations Block 01 (1514-JSA-01-XX-DR-A-03200 Rev. P3)
- GA Layouts Block 02 (1514-JSA-02-XX-DR-A-02200 Rev. P2)
- GA Elevations Block 02 (1514-JSA-02-XX-DR-A-03200 Rev. P3)
- GA Layouts Block 03-04 (1514-JSA-03-04-XX-DR-A-03200 Rev. P2)
- GA Elevations Block 03-04 (1514-JSA-03-04-XX-DR-A-02200 Rev. P2)
- GA Roof Plans (1514-JSA-XX-XX-DR-A-02201 Rev. P1)
- Proposed Site Sections (1514-JSA-XX-XX-DR-A-04250 Rev. P1)
- Bin and Cycle Stores Design Intent (1514-JSA-XX-XX-DR-A-90-001 Rev. P1)
- Design Intent Entrance Monolith Totem Sign (1514-JSA-XX-XX-DR-A-90-002 Rev. P1)
- Proposed Perimeter Fence (1514-JSA-XX-XX-DR-A-90-003 Rev. P1)
- Indicative External Lighting (NT0751-AG-EX-XX-DR-E-2401 S3 Rev. P01)

- Design and Access Statement
- Landscaping Plan (7433_001A)
- Landscaping Details (7433_003A)
- BREEAM Pre-Assessment
- Building Regulations Part L & EPC Report
- Transport Assessment
- Planning Statement
- Travel Plan
- Drainage Statement

The originally submitted Landscaping Plans have been revised by plan reference: 7433_0336 (Phase 4 Landscape Details) and 7433_001C (Phase 4 Landscape Proposal 1 of 2), which are further illustrated by plan Street View illustration references: View of Landscape Scheme to Units 11 and 12 Years 1, 7 and 15.

- 2.2 The proposed development comprises 12no. terraced/semi-detached units which have the capability of accommodating 2 floors if necessary. The units will be arranged into 4 distinct blocks each served by access and frontage operational areas which include parking, cycle and refuse storage. These units will be flexible insofar as they can be sub-divided or amalgamated to suit market demand. The submitted particulars indicate that this approach allows the proposed development to appeal to a wider range of businesses, including both small and large. Such flexibility also enables smaller businesses to grow and expand without having to move premises.

3 MATERIAL PLANNING CONSIDERATIONS

Site and Context

- 3.1 The site currently comprises a vacant plot within the Airport Business Park, Southend measuring 1.8 ha. in area. The proposed development site comprises a central section of the Business Park identified as Plot 14, as shown by the Indicative Site Layout. The site is located to the north-west of the approved 'IPECO Unit' (Phase 3) and to the south of the spur road (Reference 18/00411/REM). The site is otherwise surrounded by undeveloped plots which form part of the Business Park. The spur road, which runs along the north of the business park, has now been constructed, as has the new Westcliff Rugby Club, which is located to the north-west of the Airport Business Park, Southend and the IPECO Unit enabled through planning reference 18/00584/REM and 19/01016/REM.
- 3.2 The site in its wider locational context is located within the Airport Business Park, Southend, which itself is located to the north and west of London Southend Airport and south of Westcliff Rugby Club and to the east of Cherry Orchard Way from where access is gained to the park via the (B1013).
- 3.3 Rochford town centre is located to the north-east of the Airport Business Park, Southend (ABPS) and can be accessed via Cherry Orchard Way and Hall

Road (circa 2.5km). Rochford Railway Station is located approximately 1.6km to the north-east of the site.

- 3.4 The Airport Business Park, Southend extends to 22.5 ha. The indicative site layout approved as part of the Outline Planning Permission (planning reference 15/00781/OUT) identifies 22 development plots and an associated loop road and landscaping.

Relevant Site Planning History

- 3.5 Application No. 15/00776/OUT (“Rugby Club Application”) - Hybrid Application For Outline Planning Permission With All Matters Reserved Apart From Access To The Site For The Provision Of A Rugby Club, Associated Pitches And Facilities With Submission Of Full Details For Vehicular Access To The Site And Pitches. Approved 14/03/2016.
- 3.6 Application No. 15/00781/OUT - Outline application with all matters reserved apart from access to the site off Cherry Orchard Way to create a business park to comprise use classes B1 (business), B2 (general industrial) and ancillary uses to include A1 (retail), A3 (restaurants/cafés), A4 (drinking establishments), C1 (hotel), D1 (non-residential institutions), D2 (assembly and leisure) and B8 (storage and distribution). Provide hard and soft landscaping and demolition of existing rugby club and associated works. Approved 31/10/2016.
- 3.7 Application No. 18/00411/REM - Reserved Matters application for phase 2 infrastructure works comprising a spine road and associated infrastructure, including the creation of green corridors pursuant to creating access to all parts of the business park following approval of application reference 15/00781/OUT. Approved 24.09.2018.
- 3.8 Application No. 18/00584/REM (“IPECO Plot”) - Reserved matters application (following outline permission reference 15/00781/OUT) to consider details in connection with a proposed employment unit for B1/B2: access, layout, appearance, scale and landscaping. Approved 23/11/2018.
- 3.9 Application No. 19/01063/REM (“IPECO Plot”) - Reserved Matters Application for the approval of site levels and related landscaping incorporating enhanced boundary treatments including the provision of a boundary wall, in relation to the IPECO Unit, Airport Business Park, Southend, pursuant to Outline Planning Permission (reference: 15/00781/OUT). Approved 13/02/2020.
- 3.10 In addition to the above, Southend Borough Council has secured Reserved Matters permission for a new Innovation Centre under planning reference Application No. 19/00566/REM (“Innovation Centre”) - Details of reserved matters (Access, Appearance, Landscaping, Layout and Scale) pursuant to outline planning permission reference 15/00781/OUT dated 31/10/2016 relating to part of the Airport Business Park, Southend Masterplan. The development will comprise office and light industrial (Use Class B1), ancillary

café facilities, landscaping, and car parking facilities. (The outline application was not EIA development). Approved 17/10/2019.

Principle of the Development

- 3.11 The outline planning permission (reference 15/00781/OUT), as approved on 31 October 2016, established the principle of the comprehensive redevelopment of the area as part of the Joint Area Action Plan (JAAP) allocation encompassing a range of uses encompassing B1, B2, A1, A3, A4, C1, D1, D2 and B8 Use Classes. The outline planning permission granted consent for a business park to comprise use classes B1 (business), B2 (general industrial) and ancillary uses to include A1 (retail), A3 (restaurants/café), A4 (drinking establishments), C1 (hotel), D1 (non-residential institutions), D2 (assembly and leisure) and B8 (storage and distribution), the provision of hard and soft landscaping and the demolition of existing rugby club and associated works. This application constitutes a phase in the delivery of the overall Master Plan providing units which it is anticipated provide for the market demand aligned with the principles of the JAAP.
- 3.12 Subsequent to the outline planning permission specific matters - including the location of the spine road and the green corridors - have already been approved by the separate Reserved Matters application reference 18/00411/REM. This approval provides the basis for access and circulation within the site and provides an understanding as to how phased development subject of a number of separate Reserved Matters applications may now come forward. Other considerations, including issues such as flood risk, surface water drainage, ecology, archaeology, and sustainable design including BREEAM were dealt with at the outline stage and subject to planning conditions included as part of the consent.
- 3.13 This current Reserved Matters application constitutes a phase in the delivery of the overall Master Plan conceived and established at the outline planning stage which was further amended by the 18/00411/REM application, which now indicates the central 'green ribbon' which previously formed a continuous line across the site as following a different line veering north. This current application does not affect that revised green corridor. This current application for 12 speculative units where tenants have not been identified it is stated by the application will provide for the market demand aligned with policy E3 of the (JAAP).
- 3.14 The provision of employment floor space, and B1/B2 uses specifically, is strongly encouraged by the Council's Local Development Framework's Core Strategy (CS) policies ED1, DM and DM32. Policy DM32 explains that alternative uses (other than B1/B2) will be considered having regard to the number of jobs likely to be provided; the viability of retaining B1 and B2 uses; and compatibility with existing uses. Furthermore, CS policy ED4 allocates the wider ABP site to satisfy a significant part of this requirement for more employment uses.

- 3.15 It is considered that this particular development aligns with the aspirations set out by the Council's Local Development Framework's Development Management Plan policy DM 32 which encourages predominantly B1 and B2 uses within all employment development across the District.
- 3.16 It is noted that condition 14 pursuant to the Outline Planning Permission, sets the following limits on floor space falling within B1/B2/B8 Use Classes as follows: B1 Use Class – No limit on floor space, B2 Use Class – up to 32,250sq.m, B8 Use Class – up to 4,896sq.m. To date, previous Reserved Matters approvals have enabled delivery of the following floor space: Innovation Centre - 3,236 sq. m. of B1 floor space (with ancillary 139 sq. m. café (A3)); and IPECO – 11,468 sq. m. of flexible B1/B2 floor space. No Reserved Matters approval has yet been enabled relating to B8 use as a primary use on site. In consideration of the above, the proposed development falls within the limits of B1/B2/B8 Use Class floor spaces as imposed by condition 14 of the Outline Planning Permission.
- 3.17 JAAP policy E3 allocates the land on which the site is located for the development of a new Business Park. This policy sets out that a minimum 79,000sq.m floor space is required for the overall site which the Outline Planning Permission exceeded by proposing a total of 86,900sq.m floor space. To date, only 11,463sq.m. has been delivered, through the Phase 3 IPECO unit (Use Class B1/B2).
- 3.18 When completed it is estimated that the proposed development will create employment for an additional 137 - 180 FTE employees (subject to the breakdown of B1, B2 and B8 floor space).
- 3.19 The proposed development will provide a series of flexible industrial units, that can be operated under Use Classes B1/B2/B8. The units can be easily and readily sub-divided or amalgamated in accordance with market demand. This means that the units can be operated flexibly and as per the final operators' requirements.
- 3.20 The units will be of a high-quality specification, similar to other speculative industrial schemes being developed by HBD Ltd. across the country.

In consideration of the above, the principle of providing B1/B2/B8 units within this location is strongly supported, subject to design, parking, access and other material planning considerations. The development therefore accords with policies CS ED1; ED4; DM32; and JAAP E3.

Access

- 3.21 The Town and Country Planning (Development Management Procedure) (England) Order 2010 (SI 2010/2184) defines 'Access' as "the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network."

- 3.22 The submitted Travel Plan which actively encourages sustainable transport choices (including walking, cycling and the use of public transport) indicates that the nearest bus stop (southbound) to the site is located approximately 400 metres from pedestrian access points whilst northbound the bus stop is located approximately 500 metres from pedestrian access points. Paragraph 4.18 of the Travel Plan indicates that the site is situated such that access on foot and cycle can be maximised from surrounding residential and industrial areas by means of off-road routes from both pedestrian access points.
- 3.23 Access to the site will be via the loop road that has already been constructed to provide access to Westcliff Rugby Club and the IPECO Plot (as approved under the Outline Planning Permission). Pedestrian access to the offices and warehouse are clearly visible and directly accessible from the parking areas whilst the internal floor space is stated to be accessible / adaptable for wheelchair users and persons with ambulant disabilities. Allowance for a lift is provided and is located directly from the entrance lobby as indicated by the floor plans. Accessible toilets and showers are shown to be provided at various locations within the buildings.
- 3.24 Designated disabled parking bays are provided close to the main entrance where external surfaces incorporate dropped and transition kerb sections with areas of tactile paving.
- 3.25 The proposed development comprises 75 No. car parking spaces (including 15 accessible spaces). This equates to between 5-11 spaces per unit (subject to size). Parking will be located to the front of each unit, with accessible spaces located closest to each respective pedestrian entrance. This parking provision fits within the upper and lower levels of what could be provided on site, depending on the end land use (B1, B2 or B8). Blue Badge car parking provision is higher than the minimum requirements.
- 3.26 A total of 54 No. cycle parking spaces are proposed, comprising 36 spaces for staff and 18 spaces for visitors. This accords with maximum car parking and minimum car parking standards set out for B1, B2 and B8 uses. It is noted from the submitted information that the parking bay sizes are, however, designed to meet the minimum parking bay dimension of 2.5 metres (width) by 5.0 metres (length) as opposed to the preferred parking bay dimensions as set out by the adopted Parking Standards of 2.9 metres by 5.5 metres.
- 3.27 Following the original submission, officers have sought further information relating to parking provision based upon the potential gross floor spaces of each unit and the flexible use option for which approval is being sought. This clarification has been requested in recognition of how the space may be used such that the development has to take into account and adequately provide for any given scenario based on the parking standards relating to each use class as set out by the Parking Standards. For example, the standards state that for a B8 use 1 vehicle parking space will be required for every 150m² of floor space with 1 cycle space per 500m² for staff + 1 space per 1000 m² for visitors. There is a requirement for 1 space + 1 per 20 car spaces for 1st 100

car spaces for powered two wheel vehicles with 2 disabled parking bays for parking space comprising 200 or less or 5% of total capacity. Officers requested that this consideration and comparison be made and set for each use in recognition that the development would need to provide for the use which requires the greatest number of commensurate parking space although this provision could then be set in the context of the percentage split that has been set out by the application particulars.

- 3.28 The applicant has submitted further information identifying that Essex County Council (ECC) Parking Standards applying the maximum number of parking spaces to the development described, there would be a requirement for 129 parking spaces for a B2 Industrial / Manufacturing use whilst requiring 44 parking spaces for a B8 Storage and Distribution use. The applicant's view is that the parking spaces proposed should be sufficient given the development's intended use.
- 3.29 The further explanation provided indicates that drawing on experience of the client's commercial advisers who specialise in development of this kind, the level of parking is deemed sufficient to service the units and is consistent with other similar types of development within the Essex county. The strategy for parking numbers sets a ratio 35% / 65% weighted average of the B2/B8 land uses which is balanced accordingly with the expected uses for these smaller industrial units. Therefore, a total of 75 parking spaces have been provided.
- 3.30 Throughout the wider development, sustainable modes of travel are being actively encouraged for non-car use. This includes cycling to work with an internal cycle network provided around the park, as well as cycle storage and showering facilities to support this mode of transport.
- 3.31 On this basis cycle provision is based on the greater required for B2 use. Essex County Council's minimum provision for this use requires 1 space per 250sqm for staff which equates to 26 spaces and 1 space per 500sqm for visitors which equates to 13 spaces. The proposed scheme provides 18 spaces for visitors and 54 spaces for staff, which exceeds the Council's minimum standards.
- 3.32 With respect to powered two wheel vehicles, given these are based on minimum requirements, the provision is based on the greater number required for B2 use which requires 1 space plus 1 per 20 car parking spaces which equates to $1 + (75/20)$ equating to 4.75 spaces. The proposed scheme provides 5 spaces for powered 2-wheel vehicles which is compliant with the minimum requirements to satisfy the Council's parking standards. In consideration of the parking provision and the rationale supporting this, taking into account the anticipated split and the accessibility of the site by a number of transport modes which is not totally reliant on private transport by motor car, there is no reason to consider that the arrangement as set out will not be adequate to serve the intended and anticipated uses.

Appearance

- 3.33 The Town and Country Planning (Development Management Procedure) (England) Order 2010 (SI 2010/2184) defines 'Appearance' as comprising 'Aspects of the building or place that determine its visual impression'.
- 3.34 Policy CP1 of the Rochford District Council Core Strategy (2011) promotes high quality design, which has regard to the character of the local area. Design is expected to enhance the local identity of an area. Policy DM1 of the Development Management Plan (2014) requires that the design of new developments should promote the character of the locality to ensure that the development positively contributes to the surrounding natural and built environment and residential amenity. Good design is a key aspect of sustainable development and is indivisible from good planning. Proposals should contribute positively to making places better for people. At a local level, policy DM1 requires that key issues of design and layout have been carefully considered.
- 3.35 The submitted particulars including the Design and Access Statement set out the case that the development including the built form has been designed with the view that they would complement surrounding built form, including the IPECO Unit located to the south of the site. The elevations are indicated to comprise of a contemporary aesthetic incorporating a simple and clean material palette, including light and dark greys. Coloured canopies and signage are to be installed at the entrance points to each unit, which will break up the massing of each terrace and improve legibility. The submitted plans annotate the proposed use of Sinusoidal profile cladding consisting of 2 varying profiles and 2 varying colours and Aluminium framed glazing which is considered consistent with the materials used on developments of this type.
- 3.36 The submitted Design and Access Statement indicates that the buildings will incorporate dual pitched roofs and a central ridge and a roof parapet which extends over the ridge to mask the sloped roof. The statement indicates that the materials arranged in both a horizontal and vertical manner will assist in breaking down the visual mass of the built form.
- 3.37 It is the applicant's case that the built form has been designed to accord with the indicative design principles and parameters that were set out within the Design and Access Statement, approved under the outline permission. Specifically, the proposed development, which is up to 9m in height, does not exceed approved "indicative building heights", which showed Plot 14 accommodating a building of up to 3 storeys.
- 3.38 Hard landscaping is incorporated within the plot for purposes such as providing pedestrian and vehicle access into the parking and goods servicing areas whilst soft landscaping around the periphery of the site in the form of shrub species and tree specimens will provide a visual envelope to the development.

- 3.39 It is therefore considered that this proposal accords with the Council's Local Development Framework Core Strategy policy CP1 and Development Management Plan policy DM1 in addition to being aligned with the principles set out within the approved design code established by the outline planning permission.

Layout

- 3.40 The Town and Country Planning (Development Management Procedure) (England) Order 2010 (SI 2010/2184). defines 'Layout' as comprising the way in which buildings, routes and open spaces within the development are provided, situated, and orientated in relation to each other and to buildings and spaces outside the development.
- 3.41 The proposed units are configured in two terrace blocks – Block 01 accommodating 4 industrial units and Block 02 accommodating 6 industrial units. To the southern aspect of the plot there are a further two individual units (Units 11 and 12) which are to be located adjacent to a swale area approved under the drainage and infrastructure works previously assessed. Each unit will be open plan and will comprise ground floor warehouse/manufacturing space, with ancillary office floor space at first floor level. Each unit will have a service area to the front, which will also provide for car parking, refuse and cycle storage.
- 3.42 Block 1 accommodating units 1-4 is orientated with its side elevations facing north and south respectively whilst its long (front and rear) elevations are orientated east and west. The frontage of the building faces east in the direction of the frontage parking and service area. Block 2 accommodating units 5-10 is orientated with its front and rear elevations facing south and north respectively whilst Block 3 and 4 accommodating units 11 and 12 are orientated in the same manner.
- 3.43 The predominant accommodation provided for these units is warehouse/production space with ancillary offices located at first floor which account for approximately 10% of the overall floor area.
- 3.44 The site layout has been configured to maximise the site's development capacity whilst providing the expected product for the market. This includes suitably sized service yards located at the front of the building and unit sizes aimed at Small Medium Enterprises (SME's).
- 3.45 The application indicates that the offices are required to be located at the front of the building providing the active frontage to the internal access road whilst allowing natural surveillance of the car parking areas and service yards. As is the case, fenestration is located on the north, south and east façades of Units 1-4 with fenestration to the south east and west of units 5-10.
- 3.46 The warehouse/production spaces are required to be flexible spaces to suit the market demand enabling the end users to facilitate different internal layout

requirements which can involve tall, storage racking against the inner face of the external walls. Glazing to walls enclosing the warehouse/production areas, such as along the rear elevations facing the green corridor, is not practical and would limit the units' use. Instead daylight to these spaces is made possible by roof lights above.

- 3.47 Although the aspiration as part of the Master Plan was for development within the site as a whole to promote development with active frontages onto the Green corridor to the north which was identified by officers and which had been highlighted to the applicant, given the constraints of pre-determined parameters including site access, drainage infrastructure and the requirement to enable the site to function, it is concluded in this instance that the development from a layout perspective, given the functionality which is required to serve the uses by way of access and circulation, is acceptable.

Landscaping

- 3.48 The Town and Country Planning (Development Management Procedure) (England) Order 2010 (SI 2010/2184) defines 'Landscaping' as comprising the treatment of the land to enhance or protect the amenities of the site and the surrounding area, including screening and tree planting
- 3.49 Condition 19 of the approved outline application requires all Reserved Matters applications to accord with the principles of design, as set out in the landscape and design codes. The codes are not intended to fix the design or predetermine the requirements for each of the separate Reserved Matters applications which are to follow the outline approval, but rather set out principles for the design elements of the scheme. Landscaping comprises a fundamental aspect of design as it integrates the development with its wider setting and contributes to creating a sense of place and identity maintaining visual distinction between each component parcel the subject of Reserved Matters approval.
- 3.50 The site currently has a well-established green boundary along the south eastern edge which is to be retained and supplemented by new soft landscaping located directly within the development site. The landscaping plan as originally submitted indicated the provision of soft landscaping around the periphery of the site, including new trees, grassed areas, and shrub planting. A 2.4m high security fencing was also indicated as being proposed along the periphery of the site.
- 3.51 Officers advised in conjunction with the view expressed by Essex County Council's Urban Design, that there was considered to be scope to provide more substantial landscaping at the rear of Unit 12 appreciating, however, the limitations placed upon such by SuDS features previously established. Consequently revised landscaping details were submitted (plan reference 7433_0336 Phase 4 Landscape Details) and 7433_001C (Phase 4 Landscape Proposal 1 of 2) supported by street scene visualisations as to

how the development and related landscaping would appear in years 1, 7 and 15.

- 3.52 The issue identified was that the soil type on site was not suitable for large stock tree planting within the hedge running against the back of the swale which would require the importation of topsoil onto the site. It is indicated that the hedge planting is proposed to be implemented using plants at 60-80cm or 80-100cm which is common practice for native hedges and shrub planting.
- 3.53 The revised landscaping plans indicate an increase in the tree sizes for the trees at the back of the swale to semi-mature, 20-25cm girth (at planting) which would entail a height at their time of planting of between 4.5 to 6m which will provide an immediate impact which compares with the roof heights of the building which it is considered will soften the impact of the development at this part of the site. It is noted that the use of Scot's Pine (*Pinus sylvestris*) as part of the planting mix is proposed to improve all year-round cover.
- 3.54 No tree planting is proposed at the bottom of the attenuation basin which would not be a viable option since its purpose is to provide attenuation for surface water previously approved as part of the overall site drainage strategy. The planting mix detailed by the revised Landscape Plans includes proposed native shrub and hedgerow species including *Acer capmestre*, *Corylus avellana*, *Crataegus monogyna*, *Prunus spinosa*, *Cornus sanguinea* and *Eunonymus europaeus*. Ornamental planting is also proposed including species such as *Berberis*, *Lonicera pileata*, *Crocasmia 'Lucifer'* and *Viburnum davidll*. The proposed planting, it is considered, will create - as it matures - a soft edge framing the built form and hard surfaced areas comprising block paving and slabs which will screen a significant part of the proposed security paladin fence as the planting matures. The Landscape Plan indicates areas of open seeded grass which also create an amenity surrounding the built form which is particularly prevalent to the south east aspect of the site coinciding with the location of the attenuation basin. Further to the improvements made as raised by officers and as reflected by the revised landscape plans, it is considered that the landscaping is appropriate forming a key aspect of the design which will contribute to the character and overall amenity of the site.

Scale

- 3.55 Town and Country Planning (Development Management Procedure) (England) Order 2010 (SI 2010/2184) defines 'Scale' as the height, width, and length of the proposed buildings.
- 3.56 The submitted plans indicate Block 1 (Units 1-4) as being a two-storey building being 8.75m to ridge level but this itself would sit behind a slightly higher-level roof parapet set at 9m. This is the case with the height and scale of all the blocks proposed, which will bear a uniformity in this respect.
- 3.57 The application states that such heights are required in order to meet market requirements and to provide commercially sustainable and flexible spaces.

The eaves height of all buildings is indicated to be approximately 6m. The site plan indicates that the site as edged in red in terms of its overall extent is approximately 56m (north to south) and 89m (west to east) at its widest points. Block 1 which accommodates Units 1-4 is indicated by the block layout plan to be approximately 49m in length and 12m in width. Block 2 accommodating units 5-10 is indicated to be approximately 51m in length by 12m in width. Unit 11 is indicated to be approximately 12.7m in length by 8.6m in width, whilst Unit 12 is noted to be approximately 16.6m in length and 12.2m in width.

- 3.58 It is considered that the height of the proposed development falls within the parameters set out within the Design Code conceived at outline stage, rendering the development contextually appropriate, given the parameters set out by the Master Plan. It is considered that the development is acceptable in terms of its scale.

4 CONSULTATIONS AND REPRESENTATIONS

ROCHFORD PARISH COUNCIL

- 4.1 No response recorded.

ESSEX COUNTY COUNCIL LEAD LOCAL FLOOD AUTHORITY (SuDS)

- 4.2 No objection on the basis that that the surface water drainage information provided is in line with the principles of the wider site drainage strategy. SuDS recommend that any drainage conditions put on this application at the outline planning stage remain in place and finalised surface water drainage details for this phase should be submitted as part of a discharge of conditions application.

ESSEX COUNTY COUNCIL HISTORIC BUILDINGS AND CONSERVATION ADVICE

- 4.3 No objection.

ROCHFORD DISTRICT COUNCIL ARBORICULTURAL AND CONSERVATION OFFICER

- 4.4 No objection.

ESSEX COUNTY COUNCIL URBAN DESIGN

- 4.5 No objection.

- 4.6 Advised of the consideration that the overall quality conforms to the Design Code where it is considered to address many of the key topics that Urban Design would look to review for an application of this size and class. Urban Design raised the following points:

- 4.7 With reference to the Design Code key drive for a primary frontage to the east of the site, it advised that the split blocks of units 11 and 12 do not address this requirement set out in the Code nor provide a strong enough presence to the street scene. Requested further justification for the layout form in how this contributes positively to the main spine road through the built form. Advised that it appreciated the soft landscape scheme will enhance these elevations through the hedge and tree planting; however, Urban Design were keen to see the strength of the street scene reinforced through the built form frontage.
- 4.8 Advised that it should be demonstrated how development responds to surveillance outside of the red line, in particular to the footpath running east of the site.

Response in relation to revised plans: Support.

- 4.9 On the consideration of the revised plans advised that the proposals were acceptable in providing a more robust and structured approach to creating a strong frontage to the spine road. The mix of species, species sizes and quality will all aid in providing a continuous green frontage.

ANGLIAN WATER

- 4.10 No objection.
- 4.11 Indicate that the foul drainage from this development is in the catchment of Rochford Water Recycling Centre that will have available capacity for these flows. Advise that surface water disposal would need to be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. Building Regulations (part H) on Drainage and Waste Disposal for England, includes a surface water drainage hierarchy, with infiltration on site as the preferred disposal option, followed by discharge to water course and then connection to a sewer.

ROCHFORD DISTRICT COUNCIL ECONOMIC DEVELOPMENT

- 4.12 Support.
- 4.13 The Council's Economic Growth Strategy 2017, part of the evidence base for the emerging Local Plan, identifies both the Airport Business Park and growth of London Southend Airport as key local strengths, along with the District's entrepreneurial small business culture and strong business base of technical and manufacturing businesses. However, it also notes barriers to growth, such as a persistent issue with availability of suitable 'grow-on space' for small businesses (i.e. units of 150-500 sq m), along with varying quality of available employment land. The strategy promotes inward investment, growing and retaining businesses, supporting new businesses and developing skills and employability. The strategy also emphasises supporting actions to deliver high quality employment space at the Airport Business Park.

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- 4.14 With the exception of 1 unit of c.8,000 sq ft,(743 sq.m.) all the proposed units in this development fall within the 'grow-on space' category, which the Economic Growth Strategy identified as being in short supply in Rochford District.
- 4.15 A recently-published South Essex Grow-on-Space Study, part of the evidence base for the emerging South Essex Joint Strategic Plan, provides further supporting evidence relating to grow-on space (i.e. units of 150-500 sq metres) and indicates that across South Essex, insufficient supply has been coming forward in recent years for a variety of reasons. This also indicates that for industrial workshops in Rochford District, there is a 'moderate' level of demand, but that quantity of supply is quite low and quality of the current supply is very low.
- 4.16 When considering existing and future/allocated employment sites in the current Local Plan, the stock across the existing estates in Rochford varies considerably in terms of size and quality, with much of the industrial stock at the smaller end being old and in need of refurbishment/maintenance. Nevertheless, this is in short supply – something which can be evidenced by a quick online commercial property search of Rightmove, which is usually fairly comprehensive and picks up most commercial property listings. This demonstrates that for existing industrial/workshop properties available to let in the district, there are currently only two listed as available to let within the grow-on space size bracket (one at Brook Road, Rayleigh and one at Swaines Industrial Estate, Rochford).
- 4.17 The existing employment stock across the estates has experienced considerable competition in recent years not only from B1/B2/B8 uses, but for a growing number of leisure uses, such as gyms, dance studios and children's soft play centres. This has restricted the availability of quality manufacturing space.
- 4.18 The future development pipeline of grow-on space in the district is quite low, comprising 5 potential units at Purdeys (245 sq m each), plus 1 unit of Phase 1 at Arterial Park, Rawreth. Construction has not commenced on either of these plots. Other potential future allocated sites (e.g. in Great Wakering or on the JAAP site to the North of Airport Business Park) are also not presently seeing any development activity.
- 4.19 The South Essex Economic Development Needs Assessment (EDNA) 2017, a study by GVA, identified a severe under-supply of employment space in Rochford District relative to demand, whilst supply has dropped sharply across South Essex. The analysis also considered scenarios such as the Greater London Authority Industrial Land Study 2016-2036 and a model to reflect growth as a result of London Southend Airport. This anticipated potential workspace demand for Rochford District 2016-2036 to be for an additional 30,000m² of employment space, over 7ha. of land, creating an additional 1,200+ jobs. The EDNA included a 'Land Requirement Forecast' (Combined Scenario) which identified positive demand for additional B1 and

B2 floor space across the period to 2036. Whilst it is likely the situation has changed as a result of COVID-19, it remains important to provide opportunities for both local business growth and inward investment that may result as the economy seeks to recover.

- 4.20 There is anecdotal evidence of a number of successful local SME manufacturing businesses who have not been able to find suitable accommodation to expand and we know of one recently who opted to leave the district as a result. Given the substantial financial covenant required to commit to a pre-let design and build opportunity on one of the designated plots and the potential for market uncertainty as a result of the fallout of the COVID-19 pandemic, using one of the plots in this way to provide accommodation for smaller requirements seems sensible. This has the potential to meet the needs of local SME manufacturers, as well as potentially attracting new inward investment.
- 4.21 When considering proposals such as this, it is also important to consider the importance of the construction industry locally as a generator of employment and training opportunities and we would urge all local development sites to make use of available resources to support local recruitment and supply chains. We would point in particular to SECTA (South Essex Construction Training Academy), also based upon the ABP site, which aims to respond to the needs of the construction industry to address skills and labour shortages. In the 19/20 financial year, SECTA enrolled 1300 trainees and placed an initial 260 in sustained employment in the construction industry. Using this proposed development to help positive work such as this to continue would be an important step in ensuring South Essex continues to have the specialist built environment skills to help the economy grow and in ensuring local communities benefit from development in their neighbourhoods. See <https://www.sectatraining.co.uk/> and attached flyer for more details.

ROCHFORD DISTRICT COUNCIL PRINCIPAL STREET SCENE OFFICER

- 4.22 No objection. Indicate that the service does not currently provide a commercial waste collection for businesses and therefore do not provide relevant guidance. However, there should be suitable access and storage provision made to allow secure storage and collection of waste, including suitable vehicular access for HGV's.

LONDON SOUTHEAST AIRPORT

- 4.23 No safeguarding objection.

NATURAL ENGLAND:

- 4.24 No objection.

ESSEX COUNTY COUNCIL SPECIALIST ARCHAEOLOGICAL ADVICE

- 4.25 No objection.

ESSEX POLICE

- 4.26 No objection. Essex Police would be keen to work with the developers in this project using Secured by Design Commercial 2015 as an enabler. Essex Police is able to support the applicant to achieve appropriate consideration of the Secure By Design requirements and is invited to contact Essex Police via designingoutcrime@essex.police.uk.

5 EQUALITY AND DIVERSITY IMPLICATIONS

- 5.1 An Equality Impact Assessment has been completed and found there to be no impacts (either positive or negative) on protected groups as defined under the 'Equality Act' 2010
- 5.2 The Equality Impact Assessment (EIA) indicates that the proposals in this report will not have a disproportionately adverse impact on any people with a particular characteristic.

6 CONCLUSION

- 6.1 This Reserved Matters application defines by description the limited scope of consideration under reserved matters including Access, Appearance, Layout, Scale and Landscaping; the details of which are considered to be acceptable.
- 6.2 This Reserved Matters is to be read in conjunction with the terms of the outline planning permission reference 15/00781/OUT which addresses and safeguards via conditions matters relating to BREEAM, surface water drainage and infrastructure works, including strategic landscaping such that these matters need not be revisited as part of this Reserved Matters approval.



Marcus Hotten

Assistant Director, Place and Environment

Relevant Development Plan Policies and Proposals

Policies: E1,E3,E5,E6,T1,T3,T4,T5,T6,T7, ENV5 and ENV7 of the Joint Area Action Plan (JAAP)

Local Development Framework Core Strategy Policies CP1, T1, T3, T6, T7, ED1, ED2 and ED4

Local Development Framework Development Management Plan (2014) Policies DM1, DM25, DM26, DM30, DM31

Background Papers

None.

For further information please contact Arwel Evans on:-

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

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