



Rochford District
Council

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| APPLICATION NO. | 23/00829/FUL |
| ADDRESS | PLOT 8 AIRPORT BUSINESS PARK, CHERRY ORCHARD WAY, ROCHFORD. |
| APPLICATION DETAILS | PROPOSED COMMERCIAL UNIT (USE CLASS B2/B8) WITH ANCILLARY OFFICE SPACE, TOGETHER WITH PARKING, LANDSCAPING AND OTHER ASSOCIATED WORKS |
| APPLICANT | MR ADRIAN SCHOFIELD |
| ZONING | LONDON SOUTHEAST 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 planning permission be **APPROVED** subject to the applicants entering into a **Unilateral Undertaking UNDER SECTION 106 of the Act to provide £6,383** for the monitoring of a workplace travel plan (plus the relevant sustainable travel indexation) to be paid before occupation to cover the 5 year period.

And subject to the following conditions:

Commencement Condition

- (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.

Development in Accordance with Approved Plans

- (2) The development shall be undertaken in strict accordance with the details of the approved plans referenced: 2248-JSA-P8-XX-DR-A-01201 (Site Location Plan), 2248-JSA-P8-XX-DR-A-01202 P3 (Site Plan), 2248-JSA-P8-XX-DR-A-01203 P1 (Soft Landscape Plan), 2248-JSA-P8-XX-DR-A-02201 P5 (Ground Floor GA Plan), 2248-JSA-P8-XX-DR-04201 P5 (GA Elevations), 2248- JSA-P8-XX-DR-A-04202 P5 (Development Gross Internal Area Schedule), 2248-JSA-P8-XX-DR-A-02202 P5 (First and Roof Level GA Plans), 2248-JSA-P8-XX-DR-A-90203 P1 (Refuse and Recycling Compound), 2248-JSA-P8-XX-DR-A-90202 P1 (Cycle Store), 2248-JSA-P8-XX-DR-A-90201 P1 (Proposed Perimeter Fence), NT1101-AGL-24-XX-D-E-0002 P01 (External Lighting Lux Levels), NT1101-AGL-24-XX-D-E-0001 P01 (External Lighting), 2248-JSA-P8-XX-DR-A-01204 P1 (Tree Pit Detail)

REASON: In the interests of clarity to define the scope of the application considered.

Provision of Parking Spaces

- (3) All car parking spaces and operational spaces, as indicated by plan reference 2248-JSA-P8-XX-DR-A-01202 P3 (Site Plan), shall be fully constructed and available for use prior to the first occupation of the development hereby permitted. All parking spaces, including disabled parking space and motorcycle space, as shown by the plan, shall be retained in perpetuity over the lifetime of the use.

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

Prior Approval of Extraction Plant and Machinery

- (4) 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 Council's Local Development Framework Development Management Plan.

Provision of Refuse Stores

- (5) Prior to the first operation of the development hereby permitted the refuse and cycle storage facilities as cited by plan reference 2248-JSA-P8-XX-DR-A-01202 P3 (Site Block Plan), 2248-JSA-P8-XX-DR-A-90203 P1 (Refuse and Recycling Compound) and 2248-JSA-P8-XX-DR-A-90202 P1 (Cycle Store) 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.

Sustainable Design and BREEAM

(6) Prior to the first occupation of the building hereby approved the applicant shall submit details to the Local Planning Authority to demonstrate that the development has met the BREEAM attainment level of 'Very Good'.

REASON: In the interests of sustainability in compliance with Rochford District Council's Core Strategy policy ENV10.

Control on Further Lighting Provision

(7) Notwithstanding the details of the submitted Lighting Plan reference NT1101-AGL-24-XX-D-E-0002 P01 (External Lighting Lux Levels), NT1101-AGL-24-XX-D-E-0001 P01 (External Lighting), other than the details shown by the plans, prior to the installation of any free standing lighting columns exceeding 1 metre in height to serve the development at any time in the future, details shall have first 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 including their luminosity. The lighting 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 Council's Local Development Framework Development Management Plan.

Further Details of Electric Vehicle Charging Point Provision

(8) Notwithstanding the details of the approved Site Plan reference 2248-JSA-P8-XX-DR-A-01202 P3 (Site Plan), and 2248-JSA-P8-XX-DR-A-01203 P1 (Soft Landscape Plan) (Soft Landscape Detail Plan), prior to the undertaking of any ground works involving preparatory work, including the placing of any infrastructure provision on site, including electric cabling, details shall be submitted relating to the total number and type of electric vehicle charging points to be provided on site to the Local Planning Authority for its written approval. This provision as shall have been agreed shall be subsequently implemented in full such that all electric vehicular charging points are operational prior to the first occupation of the building. This provision or an equivalent replacement/or as may be upgraded in future shall be retained in perpetuity over the lifetime of the use.

REASON: To future proof the development and to ensure that the development achieves sustainability in its design in compliance with Rochford District Council's Local Development Framework Development Management Plan policy DM1 and policy CP1 of the Core Strategy, Chapters 9 and 12 of the National Planning Policy Framework (July 2021) and the provisions of the Essex Design Guide.

Provision of Seating and Tables Area

(9) Prior to the first occupation of the development a seating and tables area shall be provided in accordance with details which shall have been submitted to the Local Planning for its written approval. The works shall thereafter be undertaken in accordance with the agreed details.

REASON: To ensure adequate control over design quality and public realm and to ensure a satisfactory appearance in the interests of visual amenity in compliance with policy DM1 of Rochford District Council's Local Development Framework Development Management Plan (adopted December 2014).

Landscaping

(10) The soft landscaping, as shown by the Landscaping Plans reference(d) 2248-JSA-P8-XX-DR-A-01203 P1 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.

Further Details and Approval Relating to Tree Planting

(11) Notwithstanding the details of the 2248-JSA-P8-XX-DR-A-01203 P1 (Soft Landscape Detail Plan), prior to the implementation of any soft landscaping works a revised soft landscape plan shall have been submitted to the Local Planning Authority for its written approval. This plan shall indicate the provision of additional tree specimens and hedging, in particular the extent and location of all individual tree specimens and buffer vegetation to be planted on the site as the current provision proposed is considered inadequate. These trees subject to further consideration and

approval in terms of overall numbers and species type shall all be root ball specimens of at least 6 feet in height at their time of planting. The extent of the buffer planting shall also be enhanced in accordance with details which shall have been submitted to the Local Planning Authority for its written approval prior to the implementation of any planting on the site. The planting works thereafter shall be implemented in full compliance with the details of the revised soft landscaping plan.

REASON: To ensure adequate control over design and to ensure a satisfactory appearance in the interests of visual amenity in compliance with policy DM1 of Rochford District Council's Local Development Framework Development Management Plan (adopted December 2014).

Sustainable Drainage

(12) No works except demolition and site preparation shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall include but not be limited to:

- Limiting discharge rates to 2.0l/s for all storm events up to and including the 1 in 100 year rate plus 40% allowance for climate change.
- Provide sufficient storage to ensure no off site flooding as a result of the development during all storm events up to and including the 1 in 100 year plus 40% climate change event,
- Demonstrate that all storage features can half empty within 24 hours for the 1 in 30 plus 40% climate change critical storm event, *OR, if impracticable*
- Demonstrate that features are able to accommodate a 1 in 10 year storm event within 24 hours of a 1 in 30 year event plus climate change
- Final modelling and calculations for all areas of the drainage system. Apply MADD factor = 0, Cv values =1.0
- Detailed engineering drawings of each component of the drainage scheme.
- A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.
- A written report summarising the final strategy and highlighting any minor changes to the approved strategy.

The scheme shall subsequently be implemented prior to occupation.

REASON: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site. To ensure the effective operation of SuDS features over the lifetime of the development. To provide mitigation of any environmental harm which may be caused to the local water environment. Failure to provide the above required information before commencement of works may result in a system being installed that is not sufficient to deal with surface water occurring during rainfall events and may lead to increased flood risk and pollution hazard from the site.

(13) No works shall take place until a scheme to minimise the risk of offsite flooding caused by surface water run-off and groundwater during construction works and prevent pollution has been submitted to, and approved in writing by, the local planning authority. The scheme shall subsequently be implemented as approved.

REASON: The National Planning Policy Framework paragraph 173 states that local planning authorities should ensure development does not increase flood risk elsewhere and does not contribute to water pollution. Construction may lead to excess water being discharged from the site. If dewatering takes place to allow for construction to take place below groundwater level, this will cause additional water to be discharged. Furthermore, the removal of topsoils during construction may limit the ability of the site to intercept rainfall and may lead to increased runoff rates. To mitigate increased flood risk to the surrounding area during construction there needs to be satisfactory storage of/disposal of surface water and groundwater which needs to be agreed before commencement of the development.

(14) Prior to occupation a scheme specific maintenance plan detailing the maintenance arrangements including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies, shall be submitted to and agreed, in writing, by the Local Planning Authority. Should any part be maintainable by a maintenance company, details of long term funding arrangements should be provided.

REASON: To ensure appropriate maintenance arrangements are put in place to enable the surface water drainage system to function as intended to ensure mitigation against flood risk.

(15) The applicant or any successor in title shall maintain yearly logs of maintenance which should be carried out in accordance with any approved Maintenance Plan. These must be available for inspection upon a request by the Local Planning Authority.

REASON: To ensure the SuDS are maintained for the lifetime of the development as outlined in any approved Maintenance Plan so that they continue to function as intended to ensure mitigation against flood risk.

Archaeological

(16) No development or preliminary groundworks of any kind shall take place until a programme of archaeological investigation has been secured in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local planning authority.

(17) No development or preliminary groundworks of any kind shall take place until the completion of the programme of archaeological investigation identified in the WSI defined in 16 above.

Highways

- (18)** All development shall accord with the submitted Construction Management Plan, including any ground works or demolition. The approved plan shall be adhered to throughout the construction period. The Plan shall provide for;
- I. vehicle routing,
 - II. the parking of vehicles of site operatives and visitors,
 - III. loading and unloading of plant and materials,
 - IV. storage of plant and materials used in constructing the development,
 - V. wheel and underbody washing facilities.

REASON: To ensure that on-street parking of these vehicles in the adjoining streets does not occur and to ensure that loose materials and spoil are not brought out onto the highway in the interests of highway safety and Policy DM 1 of the Highway Authority's Development Management Policies February 2011.

- (19)** Prior to occupation of the development the areas within the site identified for the purpose of loading/unloading/reception and storage of materials and manoeuvring shall be provided clear of the highway and retained thereafter for that sole purpose.

REASON: To ensure that appropriate loading / unloading facilities are available in the interest of highway safety in accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

- (20)** The proposed development shall not be occupied until such time as the vehicle parking area indicated on the approved plans, including any parking spaces for the mobility impaired, has been hard surfaced, sealed and marked out in parking bays. The vehicle parking area and associated turning area shall be retained in this form at all times. The vehicle parking shall not be used for any purpose other than the parking of vehicles that are related to the use of the development unless otherwise agreed with the Local Planning Authority.

REASON: To ensure that on street parking of vehicles in the adjoining streets does not occur in the interests of highway safety and that appropriate parking is provided in accordance with Policy DM8 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

- (21)** The cycle parking facilities as shown on the approved plan are to be provided prior to the first occupation of the development and retained at all times.

REASON: To ensure appropriate powered two wheeler and bicycle parking is provided In accordance with Policy DM8 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

Provision of visibility splays

- (22)** Prior to occupation of the development, the proposed new access points shall be provided with a clear to ground visibility splay with dimensions of 2.4metres by 43 metres as measured from and along the nearside edge of the carriageway in both directions. Such vehicular visibility splays shall be provided before the access is first used by vehicular traffic and retained free of any obstruction at all times. The access points shall be provided as shown in principle on Pulsar Drawing 23050/ 001.

REASON: To provide adequate inter-visibility between vehicles using the access and those in the existing public highway in the interest of highway safety in accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

Use restrictions

- (23)** Notwithstanding the uses falling within Use Class B8 of the Town and Country Planning (Use Classes) Order 1987 and as now amended by statutory instrument 2020 No. 757 Town and Country Planning, England the Town and Country Planning (Use Classes) (Amendment) England Regulations 2020, the building hereby approved shall not be used for the purpose of self storage.

REASON: To ensure appropriate employment uses are provided on site in accordance with the strategic ambitions to provide skilled jobs and specialist premises and avoid low employment uses of the JAAP.

Work place travel plan

- (24)** Prior to first occupation of the proposed development, details of a workplace travel plan shall be submitted to and approved in writing by the Local Planning Authority. For a period of five years following the first occupation of the development the use of the premises shall be the subject of the agreed workplace travel plan.

REASON: In the interests of reducing the need to travel by car and promoting sustainable development and transport in accordance with policies DM9 and DM10 of the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011.

1. INFORMATIVE - Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991.

2. INFORMATIVE - Protection of existing assets - A public sewer is shown on record plans within the land identified for the proposed development. It appears that development proposals will affect existing public sewers. It is recommended that the applicant contacts Anglian Water Development Services Team for further advice on this matter. Building over existing public sewers will not be permitted (without agreement) from Anglian Water.

3. INFORMATIVE - Building near to a public sewer - No building will be permitted within the statutory easement width of 3 metres from the pipeline without agreement from Anglian Water. Please contact Development Services Team on 0345 606 6087.

4. INFORMATIVE: The developer should note that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer adoption agreement with Anglian Water (under Sections 104 of the Water Industry Act 1991), they should contact our Development Services Team on 0345 606 6087 at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements.

2 PLANNING APPLICATION DETAILS

2.1 This application proposes the erection and siting of a 3,238sq.m. (GIA) commercial unit, operating under Use Class B2 (General Industrial) and B8 (Storage and Distribution) as defined by the successor to the Use Classes Order 1987 and as now amended by statutory instrument 2020 No. 757 Town and Country Planning, England the Town and Country Planning (Use Classes) (Amendment) England Regulations 2020. The proposed commercial unit is to be located on the site known as Plot 8, Airport Business Park Southend (ABPS). The proposed development would allow for the establishment of a warehouse and ancillary office space with an external HGV Service Yard at ABPS. The proposal is designed as a speculative development with flexibility to attract a wide number of potential occupiers.

- 2.2 The application is accompanied by the following: Application forms and Certificates (Knight Frank); Planning Statement (Knight Frank); Ecological Impact Assessment (The Landscape Partnership); Transport Statement (Pulsar); Draft Travel Plan (Pulsar); Servicing and Deliveries Plan (Pulsar); Health Impact Assessment (Ekosgen); Economic Benefits (Ekosgen); Marketing Strategy (HBD); Breeam Pre-Assessment Report (Anderson Green); Thermal Modelling and Compliance Report (Anderson Green); Sustainable Drainage Statement (BWB); Air Quality Assessment (BWB); Design and Access Statement (Jefferson Sheard Architects); External Lighting Lux Levels (Anderson Green); Construction Environmental Management Plan (Readie).
- 2.3 The proposed unit would comprise a single storey warehouse with a two storey office and would allow for clear internal haunch heights of 8m. The ground floor comprises a 2,853.20 sq.m. warehouse and an office area measuring 192.36 sq m incorporating WC's, reception area and a lift. The proposed second floor comprises 192.36sq.m. of ancillary office accommodation, WC's, a lift and reception area. There is a large HGV service yard proposed to the east of the unit.
- 2.4 Visitor and staff access to the unit is situated to the west of the site which forms the main visitor and staff parking area and has its own entrance from the spine road with a vehicle barrier system. The HGV service yard would be accessed via manual access vehicular gates to the east of the site. There would be three loading doors situated on the east side of the unit. Pedestrian access to the building is gained via the lobby, located on the north western corner of the building. There would be four separate fire escape doors located to the northern and southern elevations of the building. The architectural approach to the building elevations would provide a contemporary aesthetic and has been composed with the intension of reducing the overall scale through horizontal and vertical elements which seek to visually break down the building's scale. The development will provide 45 car parking spaces, including three disabled bays. Parking facilities will be provided largely to the west of the unit (39 spaces) with a further 6 spaces provided to the east of the unit. The proposed development will provide 45 No. car parking spaces, which includes 3 No. Blue Badge bays, 10 No. EV charge points and 22 bicycle spaces. A refuse and recycling enclosure is proposed to the north east of the proposed service yard.
- 2.5 Hard landscaping is incorporated within the plot for purposes such as providing pedestrian and vehicle access into the parking and goods servicing areas. The proposed hard landscaping would also provide a legible environment distinguishing access routes and building entrances.
- 2.6 The soft landscaping would be largely focused around the perimeter of the site to help mitigate visual impact and soften plot boundaries. Landscape proposals

include new tree planting, new grassed areas, ornamental shrub planting, hedge planting and native buffer mix planting.

3. MATERIAL PLANNING CONSIDERATIONS

Site and Context

- 3.1 The site currently comprises an undeveloped plot within the ABPS, measuring 0.7ha. The site is broadly rectangular in shape but follows the curve of the access route leading to the site. The layout plan indicates the siting of a building with its rear elevation facing south with a 44m deep service yard to its east aspect which incorporates a wide central vehicular access incorporating manual sliding gates.
- 3.2 In its wider context the proposed site is located within the new Airport Business Park Southend (ABPS) which is situated within the district 2 miles south-east of Rochford Town Centre and 11 miles north of Southend-on-Sea Town Centre. Other nearby towns include Hockley, Hawkwell and Rayleigh. London is approximately 40 miles east and the city of Chelmsford 18 miles north-west. At circa 20 hectares, the ABPS is situated adjacent to the B1013 (Cherry Orchard Way) with direct access to the strategic route formed by the A127 to the south. The site is being developed on a plot by plot basis and currently comprises of the completed road and landscape infrastructure, IPECO Phase 1 Unit and Costa Coffee. The land previously formed part of an area of Metropolitan Green Belt, the designation of which was deleted upon the adoption of the Southend and Rochford Joint Area Action Plan (JAAP)(Policy ENV1) to provide more flexibility to enable the area to accommodate growth, particularly for high skilled employment and air related development associated with the adjoining airport.

Relevant Site Planning History

- 3.3 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.
- 3.4 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.
- 3.5 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.

- 3.6 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.
- 3.7 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.
- 3.8 Application No. 20/00454/REM: Reserved Matters application comprising the construction of 12 No. industrial units (Use Class B1/B2/B8), pursuant to outline planning permission reference 15/00781/OUT: Approved 2/11/2020.
- 3.9 Application No. 20/00565/REM: Reserved Matters Application comprising the construction of a coffee shop (with drive thru) (Use Class A1/A3), pursuant to Outline Planning Permission (Reference 15/00781/OUT) all reserved matters namely, access, appearance, layout, landscaping and scale for consideration. Approved 04/11/2020.
- 3.10 Application No. 21/01184/FUL: Variation of Condition 14 (restriction on floor space relating to different Use Classes) relating to outline planning consent reference 15/00781/OUT for '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 4 March 2022.
- 3.11 Application No. 21/01185/REM: Reserved Matters (access, appearance, landscaping, layout and scale) relating to a proposed industrial unit (Use Class E(g)/B2/B8), pursuant to Outline Planning Permission (Reference 15/00781/OUT): Approved 4 March 2022.

Principle of Development

- 3.12 This is a full planning application which is to be considered on its individual merits. Although the outline planning permission has served its purpose in that it has informed many of the Reserved Matters applications which subsequently followed, it is still relevant in that the section 73 application approved under planning reference (21/01184/FUL) to vary condition 14 of the original outline planning permission reference 15/00781/OUT has adjusted the originally

specified quantum and upper limit of allowable B8 use within the land area subject of the outline planning permission to 10,000m² of B8 use.

- 3.13 The purpose of this condition was to ensure that B8 storage uses do not become a predominant use thus ensuring uses which carry the greatest prospect of creating and supporting high quality employment opportunities which is not synonymous with B8 use. Despite the fact that the specified time period for the submission of Reserved Matters applications subsequent to the grant of outline planning permission expired on 31 October 2021, the revised condition on the section 73 application (21/01184/FUL) setting the accepted upper limit of B8 use is still very much relevant as it sets out the Local Planning Authority's considered position in this regard which was the subject of joint scrutiny and analysis by the Council's Strategic Policy and Economic Development Team when the adjustment to the upper quantum of B8 use was considered under the stated 21/01184/FUL application.
- 3.14 Previous flexible approvals in respect of flexible uses under Use Classes B1/B2/B8 have been granted under planning approval reference(s) 20/00454/REM (6,467m²) of flexible space, 21/01185/REM (1,274.8m²) (Use Class E(g)/B2/B8) and 22/00567/FUL (2560m²). The nature of the approvals would enable the total specified gross floor space of the units approved to be used solely for B8 should market circumstances and choice dictate amounting to approximately 10,301m² of utilised B8 floor space which would marginally exceed the specified 10,000 m² upper limit for B8 use as set by condition 11 of the 21/01184/FUL Section 73 approval.
- 3.15 Whilst it is acknowledged the original outline application expired shortly after this decision, with future planning applications on the site to be made in full and judged on their own merit, it is The Council's Strategic Planning & Economic Regeneration offices' position that Condition 11, which was drawn up based on considerations of current policy and economic evidence, and the use class mix limitations proposed on the site, remain relevant and accord with the strategic ambitions of the Council and JAAP in ensuring the ABPS site accommodates a greater quantum of higher employment density uses. Whilst a change in market conditions and a need for flexibility is appreciated, and underpins Condition 11, a scenario in which the JAAP sites are fundamentally warehousing and logistics-led was not considered to accord with strategic policy. This was reflected in the response to 22/00567/FUL. It was also stated that, given the need to remain flexible and consider applications on their individual merit, there is flexibility to consider uses that go beyond the guideline limitations set by Condition 11, should it be demonstrated that the proposal delivers sufficiently high-quality employment opportunities.
- 3.16 Since the responses were prepared for the applications noted above, the Council have published the 2023 Economic Development Needs Assessment, which represents new evidence for the emerging local plan. This determined that the forecast need for B8 uses is now likely to be significantly higher than determined in earlier adopted evidence (e.g. the 2017 South Essex Economic Development Needs Assessment).

- 3.17 The applicant's statement, and correspondence on past applications on the wider site, refer to the *2017 South Essex Economic Development Needs Assessment*. The Council has recently published the *2023 Economic Development Needs Assessment (EDNA)*¹ to provide an up to date evidence base to inform the emerging Local Plan. The 2023 EDNA is now available on the Council's website². The evidence base for the emerging Local Plan has been progressing and the applicant's statement in paragraph 6.4 that the emerging Plan has 'little weight' is no longer the case, given the presence of up to date economic evidence and targeted adoption of 2025. An Employment Land Study and Commercial Property Market Review are also underway, and nearing completion.
- 3.18 The 2023 EDNA provides analysis (based on economic modelling) on how the District's economy is likely to change between 2020 and 2040, what this means for different industrial sectors and, consequently, for the demand for different types of employment space. It then considers this against the current known supply of employment space over the Plan period (existing allocated sites and sites with permission). Table 1, below, indicates gross requirements for employment space in Rochford District over this period, whilst Table 2 shows how this is balanced against expected supply (from existing allocations and permissions). The EDNA suggests that Scenarios 2 or 4 are the more likely, based on historic trends and aligned with the District's economic growth priorities. The report also notes that overall, the District's known supply up to 2040 is expected to be sufficient to accommodate expected demand, although this does not account for any anticipated or windfall losses of existing employment space (something dealt with in the forthcoming Employment Land Study).
- 3.19 Based on the EDNA's modelling, it is therefore likely that there will be strong positive demand for both Class E(g) (office, but particularly light industrial), as well as B8 over the Plan period, and that the existing known supply of permissions/allocations may not be sufficient to accommodate demand for these uses. The EDNA also indicates it is likely that the identified shortfalls could be accommodated on existing sites through changes at the detailed permissions stages. Therefore, the updated evidence would appear to demonstrate there is now a far stronger demand for B8 uses than had been shown in the 2017 EDNA. However, it does also indicate that whilst flexibility to accommodate such uses may be important, there is not expected to be a lack of demand for office or light industrial uses, and that it is critical that such uses are also accommodated on existing strategic sites such as the Airport Business Park.
- 3.20 In conclusion, in light of evidence on market conditions and forecast demand which would support the need to provide for flexible business accommodation which could include B8 uses, officers consider that on the individual merits of this scheme, a departure from policy could be justified. However, it is necessary to consider the types of use that an open permission on B8 would enable which are not in keeping with the strategic vision for the JAAP area, and therefore recommend the following approach.

¹ <https://www.rochford.gov.uk/media/3081>

3.21 Officers would support an approach which considers the merits of each individual proposal on this site against Policy DM32, considering quantity/quality of jobs (alongside other economic benefits), something which could include B8-led uses of varying proportions, provided a condition can be developed which restricts the types of uses outlined above.

Economic Benefits

3.22 The applicant has submitted an Economic Benefits Statement in support of the application. The Statement considers the economic impact of the proposed development on the surrounding area. The Statement concludes that the proposed development will support approximately 20 No. construction workers during the construction period and £1.9m in GVA; support 45-90 on site FTE jobs once completed and operational and £1.8-7.5m per annum in GVA; support a further 5-10 off site FTEs across Rochford and Southend-on-Sea and a further £0.35-0.75m in GVA per annum; generate wages and spend in the local economy and improve access to income and fair salaries; and generate around £71,500 in business rates revenue per annum for Rochford and promote job creation.

3.23 The Council's Strategic Planning and Economic Development Team notes the accompanying Economic Benefits Statement (EBS), which uses the HCA employment densities guidance to estimate the creation of c.45-90 direct full-time equivalent jobs (FTEs), depending on whether the use class is B8 or B2 in nature. This accords with the team's view that manufacturing-led processes on the site would generally be more beneficial, being more closely aligned to development plan and JAAP policies (although it is acknowledged that B8 schemes do still provide a degree of benefit). It is also noted that there would be a series of employment and economic benefits related to the construction phase and post-construction in the wider supply chain and through regeneration, although this is likely to be the case on the majority of potential uses for the site.

Access, Transport and Highways

3.24 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."

3.25 The Council's Core Strategy Policy T3 sets out that development must be accessible by modes other than private car and Policy T6 requires developers to provide pedestrian and cycle facilities at all new developments. The application is supported by a Transport Assessment, Draft Travel Plan, and a Servicing and Deliveries Plan, prepared by Pulsar. In terms of parking provision, parking standards are secured by virtue of Core Strategy Policy T8

which references those of Essex County Council's Parking Standards Design and Good Practice Supplementary Planning Document.

3.26 The proposed development would provide 45 No. car parking spaces (including 3 No. accessible spaces, 5 active electric vehicle charging spaces and 5 passive electric vehicle charging spaces). The parking bay sizes are proposed to be 2.5m wide by 5.0m long, as per other plots on ABPS. It is noted that the vast majority of non-residential developments in the UK do not provide standard parking bays larger than 2.5m x 5m, and this is considered to be adequate for these sites.

3.27 The development would also provide 22 No. cycle parking spaces (14 No. covered cycle spaces and 8 No. visitor parking spaces), thus encouraging the principles established by Policy T3 and Policy T6. ABPS is accessed via Cherry Orchard Way and the subject site would be accessed via manual vehicular gates situated to the west of the site. The Transport Assessment details that the proposed development is expected to generate approximately 13-22 two-way vehicular trips in peak hours. This is not expected to have a significant impact upon the local transport network. Furthermore, a very small portion of the overall trips will be made by HGV's, with approximately 1-3 two way trips in peak hours. This should be comfortably accommodated into the local highway network.

3.28 The Draft Travel Plan sets out the following Action and Aim Targets:-

Action Targets

- o To appoint a Travel Plan Co-ordinator (TPC) prior to the proposed development being occupied;
- o To undertake baseline travel surveys following occupation of the development;
- o To launch this Travel Plan upon occupation of the development and to distribute welcome packs for staff.

Aim Targets.

- o Each unit will promote the opportunities and benefits of sustainable modes of travel, with the aim to achieve a 4% reduction in the single occupancy vehicle car driver modal share, within five years of the first occupation of the unit.
- o Employees at the development will have 100% Travel Plan awareness.

3.29 A Servicing and Deliveries Plan has been prepared in order to manage and control deliveries and servicing movements to minimise service vehicle conflict with other road users. The assessment of servicing trips shows that there should be sufficient loading bay capacity for the anticipated vehicle trip generation. The implementation of measures such as managing delivery times will also ensure that there is ample spare loading bay capacity. The Servicing and Deliveries

Plan will be supplied to the occupiers and the suggested measures will be emphasised.

Design, Layout and Appearance

- 3.30 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'.
- 3.31 The National Planning Policy Framework at Chapter 12 (Achieving Well Designed Places) indicates that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps to make development more acceptable to communities. These aspirations are also reflected by the National Design Guide: Planning Practice Guidance for beautiful, enduring, and successful places (Ministry of Housing Communities and Local Government).
- 3.32 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.
- 3.33 The wall elevations are indicated to comprise a combination of dark, medium, and light grey profiled built up metal sheet cladding system, with the roof comprising proprietary profile metal sheet roofing system in grey with integrated non - fragile rooflights. Fascias and guttering would be grey PPC aluminium. Windows are indicated to comprise aluminium framed double glazed ribbon/casement windows set within a black frame. Window infill panels would be dark grey. Main entrance doors would comprise aluminium framed double glazed doors with side lights set within dark grey frames. External security / warehouse doors will comprise painted steel security doors to fire exits. Roller shutter doors would comprise insulated colour coated metal finished in grey. Site security fencing would comprise 2.4m high metal mesh paladin fence with polyester powder coated finish finished in black, and 1.2m high black metal railing along the car parking area.

- 3.34 The proposed unit is shown by the elevation plans to be some 72.6m in length, some 43.1m in width, some 11.85m high to the ridge, some 10.8m to eaves level and 12.1m to the parapet. The design approach to the building elevations delivers a modern aesthetic and has been developed with the purpose of reducing the overall scale through the use of horizontal and vertical elements which seek to visually break down the building's scale. A limited materials palette ensures for a calm and ordered aesthetic to the building frontages ensuring the proposed building does not compete with the wider setting. The design approach is consistent with that which has been previously consented across the business park and incorporates the use of high quality and contemporary materials that are durable yet appropriate for the proposed use.
- 3.35 The application includes visuals which depict the visual impression of the site which will appear clean and modern. On the basis of the information submitted it is considered that by reason of its appearance that this proposal accords with Chapter 12 of the National Planning Policy Framework, 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.
- 3.36 The County Council's Urban Design consultation response highlighted the following: In terms of the overall layout and siting of the building for this development plot, there has been a slight deviation from the illustrative masterplan. However, it is recognised that each development plot needs to function as the requirements needed for the end user, where some flexibility should be applied.
- 3.37 The current proposals show a single B2/8 unit, whereas the design code illustrated two built forms either side of the site and centrally placed parking. It would be beneficial to understand the justification behind this decision, as there is considered to be an opportunity to provide a frontage to the biodiversity corridor running the length of the western boundary as shown in the illustrative design code masterplan. However, the current proposals do appear to be broadly in line with the design code for this plot and it is understood that the specific nature of the end user requirements of the site has driven some of these changes.
- 3.38 The proposed pedestrian/cycle entrance along the spine road is a positive feature of the layout, as it will provide direct access for workers to other parts of the Business Park development and central green corridor, separated from the vehicular access. The provision of cycle storage next to this access and the main office entrance to the building also creates a more secure and convenient environment for the site users.
- 3.39 The landscape boundaries appear to be relatively marginal around the perimeters of the site. It is considered that more tree and hedge planting need to be provided to screen the boundary weldmesh security fencing and increase

the natural buffer/boundary edge to the site, in particular towards the western and eastern frontages which face onto external landscaped spaces.

- 3.40 The proposal also misses opportunities to include outdoor seating and breakout areas for office workers, to provide alternative spaces for their lunch breaks within the external spaces and green buffers of the site. This seems to be as a result of the space constraints of the site and greater review is required to provide suitable locations for outdoor social spaces. Areas of seating could be provided adjacent to the 2-storey office corner of the building, with slight revisions to the layout arrangement providing an opportunity to create a small outdoor amenity space. Alternatively, small breakout spaces could be provided within the more substantiated landscaped boundaries of the site.
- 3.41 As with the layout, the appearance and materiality of the proposed building generally tie into the design code for the overall Business Park. It is considered the office frontage, which wraps around the north-western corner, is a positive element of the design. The increased apertures and alternative materials help to break down the built form, whilst providing active frontages and overlooking to the street, western car park, cycle storage and green corridor.
- 3.42 The design code outlines for a primary frontage along the northern boundary of this site, to respond to the circular spine road. It is understood that the main office frontage faces the western aspects of the scheme, with a small wrap-around the corner of the north elevation. Whilst it is important to provide overlooking into the western aspects of the scheme, it is also questioned whether the office glazing features could be further extended along the northern elevation, to provide a more prominent frontage to the spine road as required in the design code. Further breakages in the metal composite cladding with vertical elements of fenestration will help to visually break down the building's scale to the spine road, and provide more architectural interest, therefore creating a more suitable 'primary' frontage.
- 3.42 The building height of 12.1m to the top of the parapet is in line with the 3-storey limit stated within the design code. As outlined above, in terms of the building design itself, the proposals appear compliant with the ethos of the design code. We would recommend material sample panels to be conditioned and submitted for review prior to approval.
- 3.43 In summary, there are a small number of points made above which the Urban Design team feel will help to improve the overall layout, landscape and built form strategies of the scheme. We recommend a design code compliance/justification statement specific to the proposed number of units is submitted to provide a clear narrative of the need to deviate from the design code. Material samples should be submitted prior to approval, including colour of boundary fence, for consistency and continuity of the public facing edges.
- 3.44 In consideration of the matters raised, it is important to emphasise that the comments issued by the County Urban Design specialist do not in themselves

constitute a fundamental objection to the development proposal, but rather suggest further detailed improvements.

- 3.45 It is accepted that the size of the unit and the related infrastructure including parking and service areas that this does reduce the amount and location of land available to provide, for example, open areas of landscaping.
- 3.46 It is noted from measuring the landscape plan that the tree specimens to their centres are set approximately 10m apart which accounts for the canopy spread and root areas when matured. However, it is officers' view that the scheme does not provide enough trees in total, therefore a condition is recommended requiring further details in this regard such that the current plans are on the whole accepted but not as far as the details required by condition are concerned. Furthermore, it is the officer's view that additional hedge planting should be provided to the boundaries. As a matter of planning law, the scheme can proceed with the general arrangements which, however, will need to be updated in terms of a plan required for discharge showing more trees at appropriate locations.
- 3.47 National Planning practice guidance indicates that where conditions can be applied to make development acceptable, this is the correct approach. A condition is therefore recommended relating to the provision of benches and tables and relating to the provision of additional tree and hedge planting as part of the proposed landscaping scheme.

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 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 plans indicate the use of cast concrete hard standing within the service yard, bitumen macadam surface to footpath, road and car park areas with permeable block paving laid in herringbone pattern serving individual parking bays (grey finish) and block paving with a mix of light and dark grey to be laid around the northern, southern and western elevations of the building.
- 3.50 Native hedge species are proposed to the site perimeter to soften the visual impact of the 2.4m high perimeter metal fence with tree planting and an eco species rich lawn mix to soften the impact along the site frontage and the south western boundary of the site. The soft landscaping is largely focused around the perimeter of the site to help mitigate visual impact and soften plot boundaries. Landscape proposals include new tree planting, new grassed areas, ornamental shrub planting, hedge planting and native buffer mix. In accordance with the Council's Development Management Policy DM1, it is

concluded that subject to the comments already made, the proposed development is capable of providing adequate boundary treatment and landscaping within the development.

Development and Flood Risk and Surface Water Drainage

3.51 Paragraph 173 of the NPPF (December 2023) indicates that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site specific flood risk assessment. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:-

- a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;
 - b) the development is appropriately flood resistant and resilient;
 - c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;
 - d) any residual risk can be safely managed;
- and
- e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan.

3.52 A detailed simulation has been run using the MicroDrainage 'Network' module to identify the necessary storage provision. Using a restriction of 2.0 l/s for a proposed impermeable area of 0.726ha the volume of attenuated storage required for the development has been calculated for storm events up to the 1 in 100-year storm + 40% climate change.

3.53 As demonstrated on the drainage layout submitted it is proposed to provide 599m³ of total surface water attenuation. Storage would be provided in geo-cellular storage, permeable paving, and filter drains where appropriate and to discharge at the desired controlled rate.

3.51 The strategy and supporting appendices demonstrate that the drainage design for the development will comply with the relevant local and national standards, specifically the hierarchy of discharge, run off rate and volume criterion. The County Council Lead Local Flood Authority has no objection to the proposed development, subject to the conditions attached as part of the officer's recommendation.

Sustainable Design and BREEAM

- 3.52 The application has set out that the design in this respect will meet with a number of industry standards. Whilst the importance of building environmentally sound developments is acknowledged, the Council would need to be careful in not wanting to make development unviable through the imposition of overly onerous standards. As such, whilst a BREEAM rating of excellent will be encouraged, a rating of at least 'Very Good' will be required.
- 3.53 This application is submitted alongside a BREEAM Pre-Assessment, prepared by Anderson Green which details that the scheme would achieve a rating of 'Very Good'. It is not viable for the scheme to achieve an 'Excellent' rating. The submitted BREEAM Pre-Assessment details a suite of energy-saving measures that will be incorporated into the scheme. The application is also supported by a Building Regulations Part L & EPC Report. The report confirms that the proposed building passes Part L2A criterion and certifies it as EPC A. In consideration of the issues which have arisen in this regard relating to other similar developments on the business park, an attainment level of Very Good is considered acceptable.

Ecology and Biodiversity

3.54 The application is supported by a Preliminary Ecological Appraisal, prepared by TLP. The appraisal concludes that the overall impact of the proposals is considered to be neutral. The appraisal confirms that a Construction Environmental Management Plan is not considered necessary. It is recommended that a site wide Landscape and Ecological Management Plan (LEMP) setting out the proposed aftercare and long-term management of retained habitats is prepared. This would be suitable to be conditioned and could form a chapter of a site wide Landscape Management Plan.

Air Quality

3.55 In accordance with Development Management Policy DM29, the application is supported by an Air Quality Assessment, prepared by BWB. The assessment recommends measures for inclusion in a Dust Management Plan to minimise emissions during construction activities. With the implementation of these measures, further detailed in the accompanying Air Quality Assessment, the impact of construction phase dust emissions is considered to be 'not significant' in accordance with IAQM guidance. These recommended measures include carrying out regular site inspections to monitor compliance with the Demolition Management Plan, recording results and making an inspection log available to the Council when requested.

3.56 The proposed development trip generation was screened using the IAQM and EPUK two stage screening process. The proposed development trip generation did not exceed the relevant screening criteria. As such, the development was considered unlikely to significantly influence local air quality and detailed air dispersion modelling was not undertaken. It was therefore determined that there were no significant impacts associated with operational phase road traffic emissions.

3.57 It was concluded that no mitigation measures are required; however the proposed development includes the provision of a travel plan containing measures to promote cycling and other active and sustainable transport options. The inclusion of these measures may minimise the impact of the development on local air quality further.

4.0 CONSULTATIONS AND REPRESENTATIONS

4.1 Anglian Water

Advise that Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement.

Therefore, the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.

4.2 **Essex Police:** No objection.

4.3 **Essex County Council Minerals and Waste:** No objection.

4.4 **London Southend Airport:** No objection.

Please note that if you require a crane or piling rig to construct the proposed development, this will need to be safeguarded separately and dependant on location may be restricted in height and may also require full coordination with the Airport Authority.

4.5 **Essex Place Services Specialist Archaeological Advice: No objection subject to conditions.**

The Historic Environment Record shows that the application area is within an area as having potential for archaeological deposits as it lies west of previous excavations which revealed multi-period archaeology. Features excavated along the road line just east of the site showed ditches which extended westwards from the excavated site (EHER 49150).

4.6 **Essex County Council Place Services: Urban Design.**

Commentary made in the above report: In summary, there a small number of points made above which will help to improve the overall layout, landscape and built form strategies of the scheme. Recommend a design code compliance/justification statement specific to the proposed number of units is submitted to provide a clear narrative of the need to deviate from the design code. Material samples should be submitted prior to approval, including colour of boundary fence, for consistency and continuity of the public facing edges.

4.7 Essex Fire and rescue– No objections.

More detailed observations on access and facilities for the Fire Service will be considered at Building Regulation consultation stage.

4.8 Essex County Council: Lead Local Flood Authority

Having reviewed the Flood Risk Assessment and the associated documents which accompanied the planning application, we **do not object** to the granting of planning permission based on the conditions set out above.

4.9 Essex County Council Place Services: Built Heritage: No objection.

4.10 Essex Highways: No objection subject to conditions.

5.0 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.



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RELEVANT DEVELOPMENT PLAN POLICIES AND PROPOSALS

Rochford District Core Strategy (2011)
Rochford District Allocations Plan (2014)
Rochford District Development Management Plan (2014);
London Southend Airport and Environs Joint Area Action Plan (JAAP) (2014)

National Planning Policy Framework ('NPPF') (December 2023)
National Planning Policy Guidance • ('NPPG') (2014):
Rochford District Growth Strategy (2014);
Employment Land Study Update (2009).
National Design Guide: Planning Practice guidance for beautiful, enduring, and successful places (Ministry of Housing Communities and Local Government)
Essex County Council, Local Transport Plan (2011-2025)
Essex Parking Standards 2009 (adopted 2010).
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, ENV 10
Local Development Framework Development Management Plan (2014) Policies DM1, DM25, DM26, DM30, DM31

BACKGROUND PAPERS

None.

SUBJECT HISTORY (last 3 years)

| Council Meeting | Date |
|-----------------|------|
| | |

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