

## **REPLACEMENT LOCAL PLAN - EMPLOYMENT**

### **1 SUMMARY**

- 1.1 The purpose of this report is to seek Members' views on a new chapter to be included in the First Deposit Draft of the Replacement Local Plan. The Plan will replace the existing Rochford District Local Plan First Review, and provide a policy basis for the control of development in the District up to 2011. The Council's Economic Development Officer has been involved in the preparation of this chapter.
- 1.2 The preparation of a Local Plan is a statutory function for the authority.

### **2 INTRODUCTION**

- 2.1 The employment chapter of the replacement local plan contains 14 policies and supporting text. The chapter commences with a statement of corporate and Planning Division objectives and an introduction to the subject area and local context. This is followed by policies and explanatory text, finishing with a reference and contact list. (See attached appendix).
- 2.2 There are a number of changes made to bring to the existing employment chapter up to date. There is also a revised order of policies. However, much of the focus and direction of the chapter remains unchanged. The local planning authority is endeavouring to make Rochford an attractive employment location, whilst recognising the constraints.

### **3 SIGNIFICANT CHANGES**

- 3.1 The chapter retains a similar general thrust, with emphasis on the needs of small businesses. Whilst no policies have been completed removed from the chapter, new policies have been added to meet the changing needs of developers and the development control section.
- 3.2 Following the initial policies, three further policies are included to cater for safeguarding development on existing sites, on new allocated sites and for sites that are not allocated in the plan. Policies are then included to ensure that the best use is made of land. There is also provision for a sequential test to reduce the need to travel.
- 3.3 Following this there are policies detailing the Council's position on non-conforming uses and on working from home. There are then two policies placing an emphasis on design (linking to supplementary planning guidance on Design Statements) and landscaping.

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- 3.4 There then follow four site specific policies, which relate to major employment sites. A policy is included which retains the Council's commitment to appropriate employment development at London Southend Airport. This will be complimented by another policy in the transport chapter, which is yet to be written.
- 3.5 Further policies are included relating to Baltic Wharf and the Essex Marina. These two sites are considered to be major developed sites within the green belt and are treated accordingly. There is finally a policy detailing the Council's position with regard to the Stambridge Mill site.

#### **4 CONCLUSION**

- 4.1 The employment chapter updates the existing plan policies, it takes on board current statutory guidance and reflects this on the local situation. The policies are designed to allow for appropriate business development whilst ensuring that such development within the District is sustainable.

#### **5 RECOMMENDATION**

- 5.1 It is recommended:

That, subject to Members comments, the draft employment chapter be approved for inclusion in the replacement local plan. (HPS)

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## **Chapter 4 Employment**

## **APPENDIX**

### **CORPORATE OBJECTIVES**

The following Corporate Objectives are relevant to the delivery of the planning objectives related to employment explained in this chapter of the Local Plan:

- **To encourage a thriving local community;**
- **To promote a green and sustainable environment; and**
- **To improve the quality of life for people in the district**

### **PLANNING OBJECTIVES**

- E1 To make provision between 1996-2011 for sufficient employment land to meet the requirements of the Essex and Southend-on-Sea Replacement Structure Plan**
- E2 To use land-use planning policies to promote sustainable employment growth which reflects the needs of both the urban and rural parts of the district**
- E3 To ensure that a mix of size and types of unit are available to meet the needs of businesses in the district, particularly the requirement for small starter units.**
- E4 To link with the Council's adopted Economic Development Strategy to assist the promotion, availability and use of employment land**
- E5 To improve the overall quality and appearance of business estates: the preparation of design statements will be required for new sites**
- E6 To improve the access to and movement arrangements within existing business estates**

### **ECONOMIC DEVELOPMENT STRATEGY**

- 4.1** The Council carried out a comprehensive economic audit of the District in 2000. Following a careful analysis of the audit report, an Economic Development Strategy was prepared which explains the aspirations for employment and business in the district over the next 5 years. The objectives of this section of the Local Plan are designed to complement the Economic Development Strategy and to contribute towards its

implementation. The key themes and objectives of the strategy are outlined in Box 1.

**BOX 1**

The aim of the Council's Economic Development Strategy is to:

"work with partners to maximise the economic prospects of businesses in the area, making the district a better place to work"

The seven key objectives of the Council's Economic Development Strategy are to:

1. Work in partnership to support the needs of the business community in areas such as skills development and infrastructure development.
2. Encourage sustainable development of the local economy to maintain low levels of unemployment in the district. Specifically we will encourage those jobs that add value to the local economy.
3. Support town centre enhancement initiatives aimed at improving the environment and competitiveness of our town centres.
4. Facilitate business support for small and medium sized businesses in the area, with particular focus on the needs of the rural economy.
5. Facilitate developments in local transport infrastructure that add value to businesses and improve access to jobs.
6. Develop tourism and heritage opportunities which provide local employment opportunities and visitor attractions aimed at improving access to recreation facilities and preserving the district's heritage for future generations.
7. Taking advantage of inward investment opportunities. These are likely to be small scale and local relocations.

**STRUCTURE PLAN REQUIREMENTS**

- 4.2 The Replacement Essex & Southend-on-Sea Structure Plan (RSP), as adopted in April 2001, allocates land for business, industry and warehousing uses, within classes B1, B2 and B8 of the Town and Country Planning (Use Classes) Order 1987. The plan allocates 35 hectares of employment land to the district in policy BIW1 for the period between 1996 and 2011. This is a reduction in allocation from the 40 hectares of provision required in the Rochford District Local Plan (RDLP) First Review.

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- 4.3 The RSP contains strategic policies that seek to provide land for businesses within the B1, B2 & B8 use classes, to safeguard existing allocated and developed land and aims to significantly improve the economic prosperity and competitiveness within the plan area in the period up until 2011. The planning system is able to assist businesses by facilitating that appropriate employment land and developments are made available through the plan period. It is also able to impact on this by promoting supporting transport infrastructure and the provision of high quality living and working environments.

## **THE ECONOMIC BACKGROUND**

- 4.4 Throughout the late 1990s there was stable growth in most sectors of the economy, except manufacturing. This steady growth has continued into the new millennium and has resulted in a reduction in the number of unemployed people within the district to less than half that recorded in 1995. The most recent figures from September 2001 show that 580 persons were recorded as being unemployed within the District, representing only 2.6% of the available workforce. This compared to the Essex average of 2.0%.
- 4.5 Overall, the District is in about 290<sup>th</sup> place out of 354 local authorities on the national index of deprivation (with 1 being the most deprived).<sup>1</sup> However, there are several pockets of concern, most notably in Rochford Roche ward, where deprivation is causing problems. The Council has various initiatives to tackle deprivation, including the Rochford Garden Way Enhancement Scheme and action through the Crime and Disorder Strategy.
- 4.6 The growth of housing in the District has outpaced the growth of employment leading to significant levels of out-commuting. 68% of the District workforce work outside the District. 30% commute into Southend, 14% commute to London, 9% go to Basildon and 15% elsewhere<sup>2</sup>. This level of commuting creates travel problems, not least in terms of congestion and air pollution and policies are therefore designed to reduce the need to travel. It is important to note that congestion affects the economic viability of existing businesses and reduces the likelihood of new business start-ups.
- 4.7 The Thames Gateway project is the largest regeneration project in the UK and encompasses parts of East London, North Kent and the north Thames corridor. In 2001 the government decided to extend the Gateway across South Essex to Thurrock, Basildon, Southend and parts of Rochford. The regeneration of this area is both a national and regional priority. The initiative is not about economic growth for its own sake but improving the quality of life and range of opportunities for residents. The desire to reduce out-commuting, by attracting new

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<sup>1</sup> Data from the Office of National Statistics

<sup>2</sup> Data from BMG's Rochford Skills Audit and Household Survey in 2002.

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businesses and jobs to the area, will also involve investment in transport infrastructure and facilities.

- 4.8 Employment throughout the District has historically been dependent on the land and rivers; with agriculture, brick making and boat building all playing important roles. Today, whilst agriculture is the dominant land use within the District, the numbers employed by these sectors have continued to decline. The dependence and relationships between agriculture and rural businesses are lessening, as can be seen by the departure of Allied Mills from their Stambridge site.
- 4.9 Today a number of specialist engineering and maintenance jobs are clustered around the airport, which has become one of Europe's largest and most integrated facilities. The airport can function as a one-stop shop for aircraft maintenance. Throughout the District other forms of employment including components manufacturing, engineering, plastics, printing and public service industries complement the aviation based employment.
- 4.10 However, 4.5% of Rochford's businesses have plans to relocate, which compares to an average of 7.8% of businesses Essex wide<sup>3</sup>. A further 66% have stated that they are looking for larger premises, preferably within the District<sup>2</sup>. 60% of the District's businesses rate the development potential of the District as average or below average<sup>3</sup>. Historically the District has experienced difficulty in accommodating the expansion needs of local companies and has suffered the loss of some employers to neighbouring authority areas.
- 4.11 With much of the District being designated as Metropolitan Green Belt, diversification opportunities for agriculture are more limited than in other areas. Notwithstanding this, the number and range of agricultural diversification projects has increased over the period since 1995. This is an important area of the economy throughout the District and policies relating to this are contained within the Rural Issues chapter.
- 4.12 There are ten industrial areas within the District. They are:
- Aviation Way Industrial Estate, Eastwood
  - Brook Road Industrial Estate, Rayleigh
  - Eldon Way / Hockley Foundry Industrial Estates, Hockley
  - Imperial Park Industrial Estate
  - Main Road, Hawkwell
  - Purdeys Industrial Estate, Rochford
  - Rawreth Industrial Estate, Rawreth
  - Star Lane Industrial Estate, Great Wakering
  - Sutton Wharf, Rochford
  - Swaines Industrial Estate, Ashingdon

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<sup>3</sup> Data from the Essex TEC Employer Survey.

- 4.13 These sites are all or part developed and generally subject to significant constraints. The sites are affected by either their location within the Metropolitan Green Belt or their proximity to residential areas. The Purdeys Industrial Estate is particularly constrained because part of the site also lies under the Southend Airport Public Safety Zone where only low employment generating and open storage uses are acceptable.

## **EMPLOYMENT POLICIES**

- 4.14 The general strategy is embodied in the following policy:

### **POLICY EB1 - GENERAL STRATEGY**

**The Council will seek to maintain and increase appropriate levels of employment and economic activity in the District commensurate with environmental considerations and the capacity of the infrastructure. This will be achieved by the other provisions of the Local Plan and the activities of other relevant agencies and when considered necessary *ad hoc* initiatives by the Council related to the resources that may be available from time to time.**

- 4.15 Small businesses throughout the District need assistance in making the first move to purpose built accommodation. The Economic Development Strategy identified there to be a need for small, start-up units and a seedbed approach. Therefore, in addition to EB1, the special needs of small scale business uses are specifically considered in the following policy:

### **POLICY EB2 - PROVISION MIX**

**The Council will give special consideration to the needs and encouragement of small businesses and will seek to ensure that an adequate and appropriate mix of units, including starter units, are provided by new development proposals.**

## **INDUSTRIAL DEVELOPMENT**

- 4.16 The RSP allocates land for each local planning authority to designate as employment land within its local plan. The RSP has allocated 35 hectares of employment land within the District. The Council has allocated land, as shown in Table 1 to meet its commitment.

<b>Table 1 INDUSTRIAL LAND AVAILABILITY<sup>4</sup></b>	
	Hectares
RSP provision	35.00
Completions (1995-2001)	9.59
Commitments / undeveloped lands	13.99
RDLP First Review allocations	13.64
<b>TOTAL</b>	<b>37.22</b>
<b>COMPARISON TO RSP PROVISION</b>	<b>+2.22</b>

4.15 The 37.22 hectares are allocated on the following sites in Table 2:

<b>Table 2 EMPLOYMENT LAND ALLOCATIONS<sup>4</sup></b>	
	Hectares
<b>COMPLETIONS (1996-2001)</b>	
Aviation Way Industrial Estate	0.64
Brook Road Industrial Estate	0.59
Eldon Way / Hockley Foundry Industrial Estate	0.38
Purdeys Industrial Estate	6.31
Rawreth Industrial Estate	0.50
Star Lane Industrial Estate	0.41
Sutton Wharf	0.76
<b>COMMITMENTS / UNDEVELOPED LAND</b>	
Aviation Way Industrial Estate	3.35
Purdeys Industrial Estate	8.22
Rawreth Industrial Estate	0.56
Sutton Wharf	1.86
<b>RDLP FIRST REVIEW ALLOCATIONS</b>	
Adj. Imperial Park Industrial Estate (Rawreth Lane)	0.64
Aviation Way	13.00
<b>TOTAL</b>	<b>37.22</b>

<sup>4</sup> Taken from *Industrial Land Availability in the Rochford District* (2001)

- 4.17 The land allocated exceeds that required within the RSP. However, it is not the intention of the allocation that employment opportunities should be lost due to the lack of availability of a suitable site. The excess therefore allows for a degree of flexibility, which would not otherwise exist.
- 4.18 By fulfilling the above allocation and in line with national and county planning policy, the following policies are included with reference to allocated sites within the District:

**POLICY EB3 - EXISTING SITES**

Within those areas currently used primarily for employment purposes as shown in table 2 and on the proposals maps, applications for development within classes B1 (Business), B2 (General Industrial) and B8 (Storage) of the Use Classes Order (1987) will be permitted, providing that the criteria in EB5 are met. The Council will also discourage any proposed retail uses within such development proposals.

**POLICY EB4 - ALLOCATION OF NEW SITES**

Within those new areas allocated primarily for employment purposes as shown in table 2 and on the proposals maps, applications for development within classes B1 (Business), B2 (General Industrial) and B8 (Storage) of the Use Classes Order (1987) will be permitted, providing that the criteria laid out in policy EB5 are met. The Council will also discourage any proposed retail uses within such development proposals.

**POLICY EB5 - CRITERIA FOR SITES**

In considering applications to use or develop land for employment purposes, regard will be had to:

- i. The impact of development on the Metropolitan Green Belt and other designated sites;
- ii. The availability of land or buildings available for employment;
- iii. The implications of traffic generation;
- iv. The balance of non-industrial uses;
- v. Evidence of demand for the particular type of development proposed;
- vi. The suitability of the area for the proposed use more generally; and
- vii. Any other benefits offered by the scheme.

**MAKING THE BEST USE OF AVAILABLE LAND**

- 4.19 The Council has allocated land within the local plan, but it is recognised that in exceptional circumstances, other land may be required for employment purposes. Paragraph 4.15 states that it is not the intention of the Council that employment opportunities should be lost due to the

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lack of availability of a suitable site. Therefore if a suitable site comes forward that is not allocated in Table 2, it will be assessed against the following policy:

**POLICY EB6 - MAKING THE BEST USE OF AVAILABLE LAND**

**In determining proposals for development for business, industry and warehousing on sites which are not allocated on the proposals maps, a sequential test will be applied, as follows:**

**Town centres for major office development;  
Re-use of previously developed land within urban areas;  
Re-use of other land in inner urban and suburban areas; and  
Planned peripheral development.**

**In applying this test the local planning authority will consider how the development will improve its surroundings, the appearance of buildings, screening, any harmful impacts on neighbouring uses, site access and layout.**

**NON-CONFORMING USES**

- 4.20 Many non-conforming uses exist in residential and other areas, some of which are established and acceptable in that they do not cause undue detriment to the amenities of the surrounding areas. The Council will deal with existing and proposed mixed uses having due regard to paragraphs 14 to 19 of PPG4 (Industrial and Commercial Development and Small Firms).
- 4.21 The Council has been successful in relocating non-conforming uses and will continue to seek to secure their removal. The Council will also take enforcement action against unauthorised non-conforming uses, in line with Government guidance, where they are detrimental to the amenities of the surrounding area. The policy that embodies the Council's position is:

**POLICY EB7 - NON-CONFORMING USES**

**Where existing employment development inhibits the development of land for an allocated purpose, or has a serious adverse effect on residential or rural amenities, the council WILL consider using its powers, including compulsory purchase powers, to secure its relocation or extinguishment.**

**WORKING FROM HOME**

- 4.22 With recent technological innovations there is more scope for people to work from home. This can enable people to become economically active who may otherwise be denied the opportunity. Whilst there are economic and social benefits to working from home it is important to

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ensure that proposals do not have a detrimental effect upon the character or amenity of the surrounding residential area.

- 4.23 Whilst some forms of working from home do not require a formal planning application, others will, particularly when the activity constitutes a material change of use. In these cases a material change of use will create a mixed use at the property, where formerly, it was solely residential. In considering whether to grant planning permission the local planning authority will require the employment element to remain the linked to the residential use made of the property, with the residential use remaining dominant.
- 4.24 In reaching a decision the local planning authority will be mindful of paragraphs 32 and 33 of PPG4 (Industrial and Commercial Development and Small Firms) amongst other similar guidance. The Council will monitor the effects of such uses and development and will consider the expediency of enforcement action in cases where the use has an adverse impact on amenity.
- 4.25 The Council will monitor the effects of such uses and development and will consider the expediency of enforcement action in cases where the use has an adverse impact on amenity.
- 4.26 It is important that the proposed employment element is linked to the residential use in order to prevent the introduction of separate commercial uses and a gradual change in the character of residential areas. The Council will therefore assess applications for such development against the following policy:

**POLICY EB8 - WORKING FROM HOME**

**Proposals for business uses (class B1 uses as defined by the *Use Classes Order 1987*, or any legislation replacing this Order) operating from dwellings, which require planning permission, will be permitted provided that all the following criteria are met:**

**The use remains linked to the residential use, such that it does not become a separate commercial unit;  
It will not have a significant adverse effect on residential amenity;  
It will not have a detrimental effect upon the visual character of the surrounding residential area; and  
It will not create on street parking or unacceptable highway problems.**

**Where such uses are approved they will be subject to appropriate conditions, for instance controlling the size and frequencies of delivery vehicles, times of deliveries, visits, etc. as well as a condition or S.106 legal agreement relating the use solely to the person who occupies the dwelling and undertakes the activity.**

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**DESIGN STATEMENTS & LANDSCAPING**

- 4.27 The Council considers that design statements and landscaping both have major roles to play in ensuring that the external impacts of development are visually minimised. Annex A of Planning Policy Guidance Note (PPG) 1 (General Policy and Principles) makes it clear that design statements should be an integral part of a major planning application. Major development in employment terms is defined by the General Development Procedure Order (1995) and includes development involving the creation of 1000m<sup>2</sup> of floorspace or the development of land in excess of 1 hectare.
- 4.28 The Government's approach to design is laid out in PPG1, paragraphs 13 to 20 and Annex A. It is clear from the guidance that developers must provide appropriate an appropriate standard of design statement for the type of development they are proposing. The Council therefore will require applications for major developments as specified in paragraph 4.25 to be accompanied by a design statement. Applications for development which does not meet the size criteria laid out in 4.25 may still require a design statement, especially if the development is in, or affects, a sensitive site or location. The Council has prepared supplementary planning guidance (SPG8) on Design Statements, to give further advice on this issue.
- 4.29 Developers should pay particular heed to PPG1, paragraph A4, which states that "Applicants for planning permission should as a minimum, provide a written statement setting out the design principles adopted as well as illustrative material in plan and elevation. This material should show the wider context and not just the development site and its immediate adjacent buildings." The design statement must analyse and evaluate not only the site planned for development but also the features that put it in context. The statement must also set out clearly the design principles identified as being important for the site and then propose a design solution. Good quality design is considered to be important by the Council and early consideration of design issues is encouraged.
- 4.30 The encouragement of development must be tempered by the ability to ensure not only sustainable development principles are adhered to, but also the needs of protecting and enhancing the physical environment. Therefore, the Council is committed to the examination of landscaping at an early stage in the development process, rather than considering it as an afterthought. Significant adverse implications for landscaping occur when it is not planned as an integral part of the development. Developers are therefore expected to submit a landscaping scheme when applying for full planning permission or at the *reserved matters* stage.

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- 4.31 The Council seeks therefore to ensure that the visual impact of development is minimised by appropriate landscaping schemes and design choices. Screening is not always an appropriate option, particularly when it would affect the green belt. The choice of lighting can have significant impacts on the night sky as well as on security.
- 4.32 Developers must also be mindful of the long-term implications of management and maintenance when considering landscaping. The Council strongly supports the use of native species in landscaping schemes and will seek that all schemes include such elements.
- 4.33 The following policies embody the Councils position with regard to design statements and landscaping:

**POLICY EB9 - DESIGN STATEMENTS**

**A design statement must accompany proposals for all major employment development (over 1000m<sup>2</sup> of floor space and / or a site area 1 hectare). On smaller, but complex or sensitive sites, as defined by the local planning authority, a design statement will also be requested. Such a statement should include an analysis and evaluation of the site and its context, design principles and a design solution.**

**POLICY EB10 - LANDSCAPING**

**The local planning authority will require that landscaping proposals form an integral part of any proposal for employment development or design statement. The local planning authority will seek additional landscaping measures including improvements to existing features to reduce the impact of development on established sites and their settings. The Council will have particular regard to the impact of:**

- **Lighting, including that for security purposes;**
- **Hard and soft landscaping measures; and**
- **Buffer zones**

**Special attention must be paid to on site earth mounding or planting to protect and enhance the amenities and appearance of the surroundings in general, and of neighbouring properties or the seclusion of nature conservation sites in particular. Proposals for the long-term management and maintenance of landscaping proposals must also be included, which will be subject to conditions.**

**SITE SPECIFIC POLICIES**

**LONDON SOUTHEND AIRPORT**

- 4.34 London Southend Airport is owned by Southend-on-Sea Borough Council and managed on a long-term lease by Regional Airports Ltd. The airport and the employment areas with access onto the airport support in the region of 1500 jobs. The airport handled significant

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numbers of people in the 1960s, but passenger traffic has declined since the late 1960s when 692,000 passengers and 64,000 tonnes of freight passed through the airport. This compares to 4,000 passengers and 780 tonnes of freight in 2000<sup>5</sup>.

- 4.35 The role of the small regional airports, such as Southend, is currently under examination by the Government in its recent airport consultation and previously to that by the South East and East of England Regional Airports Study (SEERAS). These documents show that the airport has significant potential for increased flying activity (up to 2mppa<sup>6</sup>), but that it also has significant constraints on the extension of the runway and Public Safety Zones<sup>5</sup>. The Council supports the continuing development of the airport as a regional airport facility and recognises the role played by the airport in the local economy.
- 4.36 Planning permission has been granted for a new terminal, railway station and associated facilities to enable the airport to develop its role for passenger flights. The south east corner of the airport was developed as a retail park in the 1990s to help pay for this development.
- 4.37 At present the airport specialises in aircraft maintenance and servicing and is a significant player in this area of work. Indeed the airport has become one of Europe's largest and most integrated facilities for this sphere of work. The Council continues to recognise the value and importance of the airport as a major source of employment. The transport aspects relating to the airport are covered in the transport chapter.

#### **POLICY EB11 - LONDON SOUTHEND AIRPORT**

**The Council will support the operation of London Southend Airport as a regional air transport and aircraft maintenance facility and will not refuse development directly related to the aviation facility.**

- 4.38 An area of some 4 hectares of land was shown in the original local plan, at Purdeys Industrial Estate, as an *Area of Special Restraint*. Since this land is in the Public Safety Zone for the airport, its use is restricted to open storage and low employment generating uses. However, there may be potential for waste transfer, processing or recycling uses. No change to the *Area of Special Restraint* is currently considered necessary.

#### **POLICY EB12 - AREA OF SPECIAL RESTRAINT**

**The Council will refuse applications for development, other than for open storage and low employment generating uses, within the Area of Special Restraint, as defined on the proposals map.**

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<sup>5</sup> South East and East of England Regional Airports Study *Small Airports - Demand and Impact Appraisal* (August 2001)

<sup>6</sup> mppa is an abbreviation for million passengers per annum

**BALTIC WHARF & THE ESSEX MARINA**

- 4.39 These two adjacent sites utilise their waterside locations on the River Crouch. The tidal River Crouch is considered to be less of a constraint to growth than the poor transport infrastructure on the landward side.
- 4.40 Commercial shipping has used the River Crouch for many years. Baltic Wharf consists of wharfage facilities together with open and covered storage. Whilst bulk cargoes arrive without causing many problems, the distribution of such cargoes by heavy goods vehicles from the site has amenity implications. However, the revenue from Baltic Wharf plays an important role in the ability of the Crouch Harbour Authority to manage its navigation and the Council values the employment role provided by the site. The site has been in receivership twice over the last ten years. Despite this, the number of vessels visiting the facility has shown a small increase over the last five years.
- 4.41 The Essex Marina at Wallasea is the major recreational marine centre in the District. There are 500 deep water moorings for craft, a chandlery, maintenance and servicing facilities for vessels up to 100 tonnes, together with a clubhouse, public house and restaurant. Over recent years significant investment has been made in the site facilities and the Council continues to support the improvement of this site. Where further limited increases in pontoon, mooring, servicing and maintenance facilities are required, the Council considers that this site is the most appropriate location.
- 4.42 Baltic Wharf and the Essex Marina are established sites within the Metropolitan Green Belt and are considered by the Council to be major developed sites. Any applications will be considered in the light of the guidance provided by paragraph 3.4 and Annex C of PPG2 (Green Belts). However, both sites are constrained by the designations affecting them, including the Metropolitan Green Belt, Coastal Protection Zone and Special Landscape Area. The policies below will be applied in the determination of planning applications relating to these sites:

**POLICY EB13 - BALTIC WHARF**

**Applications for the further development of this site will be considered on their own merits. However, proposals that include expansion, intensification, or significant impacts on the Coastal Protection Zone, Metropolitan Green Belt, Special Landscape Area or increases in traffic impact will be refused. Development proposals, other than limited infilling in line with PPG2 guidance, for storage and wharfage will also be refused.**

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**POLICY EB14 - ESSEX MARINA**

Applications for the further development of this site will be considered on their own merits. However, proposals that include expansion, intensification, or significant impacts on the Coastal Protection Zone, Metropolitan Green Belt, Special Landscape Area or increases in traffic impact are likely to be refused. Development proposals, other than limited infilling in line with PPG2 guidance and related to the main marine uses (defined as being mooring and maintenance) are likely to be refused.

**READING LIST AND USEFUL LINKS**

- 4.43 In preparing the policies and proposals in this chapter of the local plan account has been taken of the advice and guidance in a wide range of documents and publications. A list of these is provided below together with details of links to organisations that provide useful information about employment development on the web.

**DOCUMENTS**

Planning for Sustainable Development - Stationary Office  
PPG1 (General Policy and Principles)  
PPG2 (Green Belts)  
PPG4 (Industrial and Commercial Development and Small Firms)  
PPG25 (Development and Flood Risk)  
Essex and Southend-on-Sea Replacement Structure Plan  
RDC Industrial Land Availability in the Rochford District  
RDC Economic Development Strategy

Thames Gateway Vision - Thames Gateway South Essex Partnership

**WEBSITES**

Business Link for Essex - <http://essex.businesslink.gov.uk>  
East of England Development Agency - <http://www.eada.org.uk>  
Essex Chambers of Commerce - <http://www.essexchambers.co.uk>  
Federation of Small Businesses - <http://www.fsb.org.uk>  
Learning Skills Council - <http://www.lsc.gov.uk>  
Office of the Deputy Prime Minister - <http://www.odpm.gov.uk>  
Royal Town Planning Institute - <http://rtpi.org.uk>  
Thames Gateway South Essex Partnership - <http://www.thamesgatewaysouthessex.com>