



**Rochford District
Council**

**SCHEDULE OF PLANNING APPLICATIONS TO BE CONSIDERED BY THE
DEVELOPMENT CONTROL COMMITTEE – 22 January 2009**

All planning applications are considered against the background of current Town and Country Planning legislation, rules, orders and circulars and any development, structure and local plans issued or made thereunder. In addition, account is taken of any guidance notes, advice and relevant policies issued by statutory authorities.

Each planning application included in this Schedule is filed with representations received and consultation replies as a single case file.

The above documents can be made available for inspection as Committee background papers at the office of Planning and Transportation, Acacia House, East Street, Rochford and can also be viewed on the Council's website at www.rochford.gov.uk.

If you require a copy of this document in larger print, please contact the Planning Administration Section on 01702 – 318191.



INVESTOR IN PEOPLE

Ward Members for Committee Items

GRANGE

Cllr C J Lumley

Cllr Mrs J R Lumley

HULLBRIDGE

Cllr Mrs R Brown

Cllr Mrs L A Butcher

Cllr P R Robinson

ROCHFORD

Cllr J P Cottis

Cllr K J Gordon

Cllr Mrs G A Lucas-Gill

DEVELOPMENT CONTROL COMMITTEE 22nd January 2009

REFERRED ITEM

- | | | | |
|----|--|-----------------|--------|
| R1 | 08/00881/FUL | Mr Mike Stranks | PAGE 4 |
| | Construct Part Two Storey and Part Single Storey
Pitched Roofed Rear Extensions and Convert
Resultant Building into 1 No. One Bedroomed and 1
No. Two Bedroomed Flats.
3 Station Avenue Rayleigh | | |

SCHEDULE ITEMS

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|---|---|-----------------|---------|
| 2 | 08/00887/FUL | Mr Mike Stranks | PAGE 12 |
| | Retrospective Application to Construct Earth Bund
1.5m High to Part of Driving Range and Construct 5m
High Pole and Netting to Raised Bund Top.
Lords Golf and Country Club Hullbridge Road
Rayleigh | | |
| 3 | 09/00010/CPO | Mr Mike Stranks | PAGE 24 |
| | The Importation by Sea of 7.5 Million Cubic Metres of
High Quality Recovered Inert Material to Achieve, by
Phased Extraction and Landraising, a Change of Use
from Agricultural Land to 677 Hectares of Coastal
Nature Reserve Principally Comprising Mudflats,
Saltmarsh, Coastal Lagoons, Brackish Marsh,
Coastal Grazing Marsh, Drier Grass Capable of
Developing New Saltmarsh as Sea Levels Rise,
Together with the Development of 5 Bird Hides, Car
Park and Associated Off Shore Unloading Facility,
Conveyor and Pipeline, Material Handling Area, Sea
Wall Engineering Works and Modification to Footpath
Number 21, to be completed by 2019.
Land At North End Of Wallasea Island Rochford | | |
| 4 | 08/00894/FUL | Mr Mike Stranks | PAGE 25 |
| | Construct Part Two Storey and Part Three Storey
Building to Provide Shop to Ground Floor With 6 No.
Two Bedroomed Flats Above With Revised Access
and Parking to Front and Parking at Rear.
74 - 78 West Street Rochford | | |

REFERRED ITEM 1

**TITLE: 08/00881/FUL
CONSTRUCT PART TWO STOREY AND PART SINGLE
STOREY PITCHED ROOFED REAR EXTENSIONS AND
CONVERT RESULTANT BUILDING INTO 1 NO. ONE
BEDROOMED AND 1 NO. TWO BEDROOMED FLATS.
3 STATION AVENUE RAYLEIGH**

APPLICANT: MR PERRY CARTER

ZONING: RESIDENTIAL

PARISH: RAYLEIGH TOWN COUNCIL

WARD: GRANGE

In accordance with the agreed procedure this item is reported to this meeting for consideration.

This application was included in Weekly List no. 963 requiring notification of referrals to the Head of Planning and Transportation by 1.00 pm on 5 January 2009, with any applications being referred to this meeting of the Committee. The item was referred by Cllr C J Lumley.

The item that was referred is appended as it appeared in the Weekly List, together with a plan.

-
- 1.1 **Rayleigh Town Council:** Object on the basis of it being an over-development of the site and, as boundaries and parking spaces are not specified, Members are unable to make an informed decision.

NOTES

- 1.2 This application is to a site on the southern side of Station Avenue 50m north of the junction with The Approach. On the site exists a three bedroomed semi-detached house being one of a group of similar and un-extended semi detached houses located on the same side of the street. A vehicle crossover to the eastern side adjacent No. 1 Station Avenue provides existing car parking to the front and side of the dwelling for two off street car parking spaces.

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- 1.3 An application to construct a two storey pitched roofed side extension 2.95m wide and extend beyond the rear wall of the dwelling a further 2.4m and across the rear of the dwelling also to two and to convert the resultant building into 2 No. two bedroomed self contained flats was refused permission on 4 June 2008 under application reference 08/00242/FUL for the following reasons (summarised):-

1. The height and depth of the proposal in relation to Nos. 1 and 5 Station Avenue proving over dominant.
2. Over development of the site failing to provide sufficient side isolation space.
3. Provision of a first floor side window giving rise to unacceptable loss of privacy with opposing side windows to No. 1 Station Avenue.
4. The layout failed to show the distribution of room uses preventing consideration of amenity issues for the adjoining attached neighbouring dwelling.

The Proposal

- 1.4 The current application would provide for a two storey rear extension to the dwelling 3.65m deep to the party boundary with No. 5 at ground floor but stepped in 1 metre at first floor and stepping back further at first floor 2.8m from the party boundary at first floor in response to a 45 degree line of site to the ground floor windows to the neighbouring attached dwelling. The first floor rear elevation would consequently feature three hipped roofed elements. The remaining first floor plan would be to the same depth and the ground floor extension.
- 1.5 A single storey pitched roofed side/rear extension would be located to the side of the main extension proposed and would have a width of 1.85m but retaining a side space to No. 1 Station Avenue of 1.8m. This part of the development would have a pitched roofed design to a ridge height of 3.65m. To the rear of this addition would be an attached bin store extending a further 1.1m in depth and with a sloping roof to a height of 2.45m.
- 1.6 The resulting building would be converted to provide a one bedroomed flat at first floor accessed from the small side addition forming a porch and a two bedroomed flat at ground floor. The ground floor flat would be accessed by way of the existing front door.
- 1.7 The existing area to the side of the building would be retained for the parking of two vehicles and a third space provided by using part of the front garden area to the front of the building.

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1.8 The following main issues are pertinent to the current application:-

- Density issue
- The impact of the design and appearance of the development
- Privacy upon adjoining neighbours
- Provision of amenity space
- Car parking and highway considerations

Material Considerations

Density

- 1.9 The site has an area of 0.0297ha. The existing density of the site equates to 33.6 dwellings per ha. A typical area of 1 ha in the locality and including the site has a density of 31 dwellings per hectare. The development proposed would have a density of 67 dwellings per hectare.
- 1.10 Members will be aware that more recent advice from the Secretary of State at paragraph 47 to Planning Policy Statement 3: Housing (November 2006) argues that a density of 30 dwellings per hectare should be a national minimum below which such developments would require justification. The character of the area in the vicinity of the site is relatively low in density in comparison to central Government advice. The provision of an additional flat in the manner proposed would not increase the density of the site such that it would conflict with the more recent Government policy.

Design and Appearance

- 1.11 The current proposal is significantly different to the previous application. The current application seeks only a modest single storey side extension and the rear extension is only 0.65m deeper than a possible extension to the existing house that would be permitted development. Although the adjoining house at No. 5 does not have any extensions, the upper floor form is cut back in a stepped design to allow light to the neighbouring ground floor windows. The side porch and bin store are modest additions. The proposal as a whole would be generally of an acceptable scale and form to the host dwelling and overcomes the objections to the previous proposal on this point.
- 1.12 At first floor level the side space between the main flank wall and the boundary with the detached neighbouring dwelling No. 1 Station Avenue would be retained. This neighbouring dwelling is located to the east of the site and would continue to receive morning sun. The increased depth of the proposal by some 3.65 at first floor on the rear would not be over dominant despite the confined nature of the neighbouring site. The division of the garden area by way of fencing would not be discernable above the existing fence liner between these dwellings.

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Privacy Issues

- 1.13 The current application shows in detail the room layout and fenestration pattern. The existing side window at first floor would be changed in size to serve the hall way. A new window would be provided to serve a bathroom. Both these windows would oppose existing clear glazed windows to dormers to the adjoining property No. 1 Station Avenue but as the windows would not serve principal living rooms can be obscure glazed by a condition to any approval that might be given.
- 1.14 The layout internally would provide an upper floor bedroom adjoining the party boundary with the attached neighbour No. 5. The resultant layout would not give rise to unreasonable conditions of loss of privacy or loss of amenity.

Provision of Amenity Space

- 1.15 The proposal would provide rear garden areas of 50 and 60 square metres and more than double the Council's requirements for this type of development. The garden area would be laid out to provide the amenity area to the ground floor flat immediately to the rear of this dwelling with that serving the first floor flat to the rear part of the site. A 1.8m high fence would divide the garden areas and provide a walkway adjoining the site boundary with No. 1 Station Avenue and to access the bin store.

Car Parking

- 1.16 The site is considered an urban location with good access to public transport, being close to Rayleigh Station and a short walk from London Road, which similarly has a good bus service. The Council's parking standard for the provision of new flats in urban locations with good public transport equates to a maximum of one space per dwelling. However, the standard requires an alternative higher provision of two spaces per flat for the conversion of dwellings to flats. In this location there are parking restrictions to the street.
- 1.17 The proposal would provide two car parking spaces in line with an extra car parking space, yet retain a soft landscaped area to the remaining front garden. This layout could easily be amended to increase the width of the hardstanding to provide an additional space to meet the higher parking standard. This could be achieved by a condition to any approval that might be given. There is no objection raised to the proposal by the County Highway Authority.
- 1.18 **Essex County Council Highways and Transportation:** No objection to raise, subject to the following heads of conditions:-

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1. A visibility splay of 2.4m x site maximum to be provided either side of the new access.
 2. Pedestrian visibility splays 1.5m x 1.5m to each side of the vehicle access.
 3. Provision of an area within the site for the reception and storage of building materials and the parking of operatives' vehicles clear of the highway.
 4. Provision of means for wheel cleaning during the construction period.
 5. All works within the highway to be laid out and constructed to the satisfaction of the Area Manager South.
 6. Space to be provided within the site for the parking of all vehicles regularly visiting the site.
 7. Provision of a double width parking area with suitable dropped kerb.
- 1.19 Three letters have been received in response to the public notification and which in the main make the following comments and objections:-
- Site is situated on sharp bend on very narrow road. Extra tenants with vehicles would make even more difficult existing on street parking and manoeuvring problems, particularly at rush hour.
 - Loss of light from two storey form especially during winter months.
 - Construction work and extra cars from future occupiers will add to noise and disruption.
 - Consider two and a half parking spaces will not be sufficient.
 - Extension will harmfully affect the conservatory and garden to the adjoining dwelling No. 1 extending to approximately half the garden depth of No. 1, causing overshadowing.
 - The house to No. 3 is not square to the adjoining boundary exaggerating the effect upon No. 1.
 - The proposed bin store would be one storey high and seems excessive.
 - Would reduce side isolation.
 - No need for a bin store and would encourage vermin.
 - This side addition is a prerequisite for a future larger extension.
 - Loss of privacy.
 - Bin shelter and car parking area would adjoin the conservatory to No. 1 making for intolerable noise and pollution.
 - Garden area will be subdivided into a maze of high fences and both accessed alongside the fence to No. 1 causing more noise and loss of existing peace and tranquillity.
 - Conversion would not be in keeping with other houses in the street.
 - Small oasis amongst people of pensionable age that is quiet and secluded and extremely enjoyable that will be enormously affected by the proposal.

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RECOMMENDATION

- 1.20 It is proposed that the Committee **RESOLVES** to **APPROVE** the application, subject to the following conditions:-
- 1 SC4B Time Limits Full - Standard
 - 2 SC15 Materials to Match (Externally)
 - 3 The windows depicted in the first floor side elevation serving the bathroom and first floor hallway areas to the approved plans 2 of 2, as received by the Local Planning Authority on 17 November 2008, shall be obscure glazed and shall be of a design not capable of being opened below a height of 1.7m above first floor finished floor level. Thereafter, the said windows shall be retained and maintained in that form.
 - 4 A visibility splay of 2.4m x site maximum, as measured from the carriageway edge, shall be provided either side of the new access with no obstruction over 600mm above the level of the adjacent carriageway.
 - 5 Prior to the beneficial use of the development commencing there shall be provided 1.5m x 1.5m pedestrian visibility splays to both sides of the vehicular access at the rear of the highway boundary.
 - 6 Prior to the commencement of works on the site the applicant shall indicate in writing to the Local Planning Authority an area within the curtilage of the site for the parking of operatives' vehicles and the reception and storage of building materials clear of the highway.
 - 7 Prior to any works commencing on the site the applicant shall indicate in writing to the Local Planning Authority the means by which the wheels of vehicles leaving the site during the construction period shall be cleaned.
 - 8 Prior to the first occupation of the development hereby permitted the existing crossover and vehicle hardstanding shall be widened to a minimum width of not less than 7.2m at the highway boundary and splayed to a suitable crossing. Thereafter the hardstanding area shall be retained for the parking of vehicles within the site.

REASON FOR DECISION

The proposal is considered not to cause significant demonstrable harm to any development plan interests, other material considerations, to the character and appearance of the area to the street scene or residential amenity such as to justify refusing the application; nor to surrounding occupiers in neighbouring streets.

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Relevant Development Plan Policies and Proposals

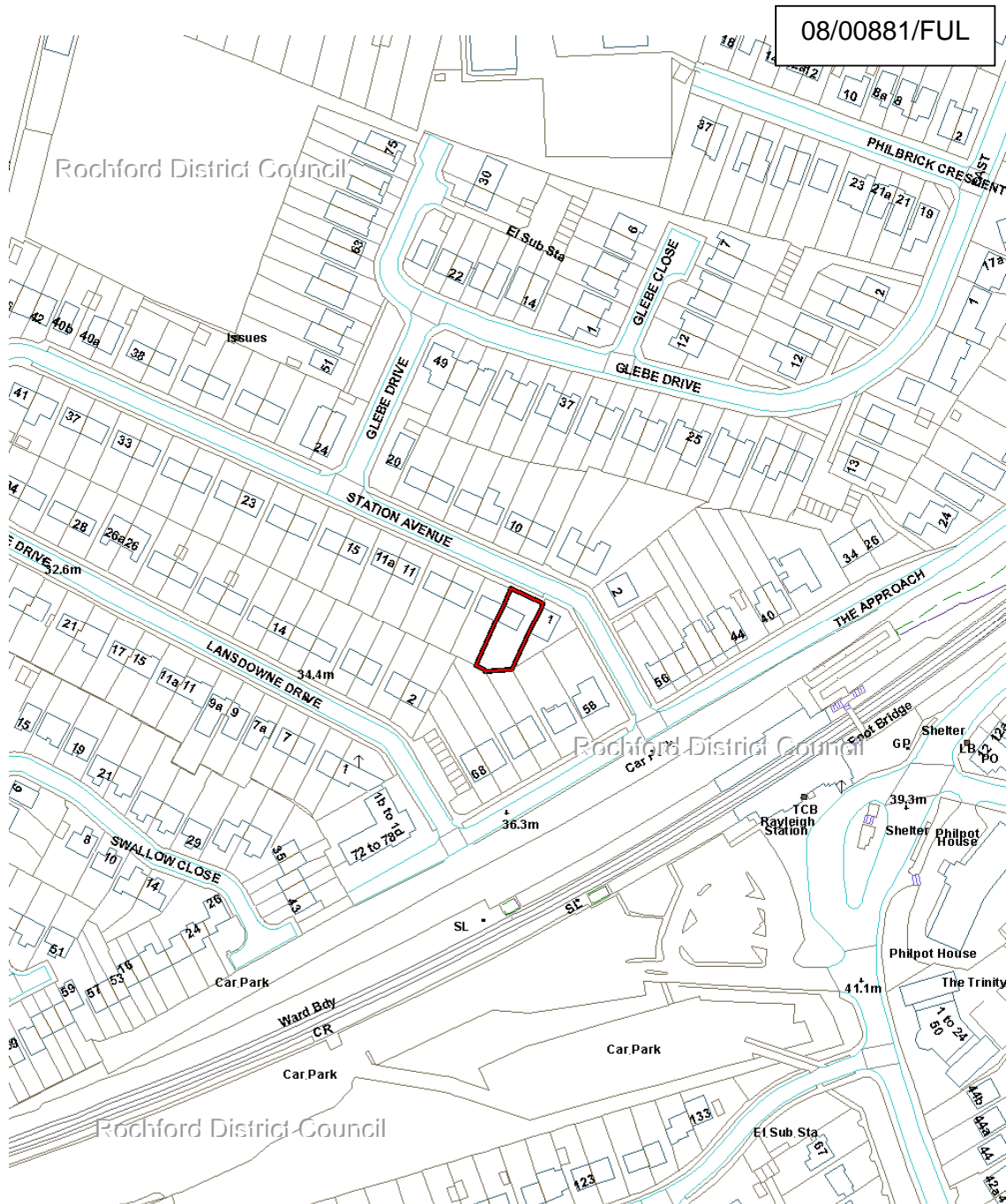
HP3, HP6, HP16, of the Rochford District Council Adopted Replacement Local Plan

A handwritten signature in black ink, reading 'Shaun Scrutton'.

Shaun Scrutton
Head of Planning and Transportation

For further information please contact Mike Stranks on (01702) 318092.

REFERRED ITEM 1



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SCHEDULE ITEM 2

**TITLE: 08/00887/FUL
RETROSPECTIVE APPLICATION TO CONSTRUCT EARTH
BUND 1.5M HIGH TO PART OF DRIVING RANGE AND
CONSTRUCT 5M HIGH POLE AND NETTING TO RAISED
BUND TOP
LORDS GOLF AND COUNTRY CLUB, HULLBRIDGE ROAD,
RAYLEIGH**

APPLICANT: MR DEREK GOVEY

ZONING: METROPOLITAN GREEN BELT

PARISH: HULLBRIDGE

WARD: HULLBRIDGE

PLANNING APPLICATION DETAILS

- 2.1 This application is to the site of the Lords Golf Club located on the eastern side of Hullbridge Road and extending to some 88 hectares of land. The site is divided into three main areas comprising two eighteen hole courses and a practice range immediately adjoining Hullbridge Road and north of the envelope of club buildings.
- 2.2 The proposal is to provide an earth bund mound to contain the practice range area. The proposal also includes the provision of 5m high poles on the bund top to support catch netting for balls hit from the driving bay building. The bund feature has an elongated "U" shape rising in the middle from established ground level to an average overall height of 1.5m. The bund varies in height between 1.34m and 1.79m high. The arc so formed to the driving range has an overall depth of 230m from the driving bay building and a width of 114m at the wider northern end.
- 2.3 The applicants state in the design and access statement accompanying the application that the development would improve upon the loss and straying of balls into neighbouring property as well as the potential for road traffic accidents. It is for this reason the development was carried out in advance of seeking formal consent.
- 2.4 The proposal was carried out last summer/autumn and the site is now grassed over. The application arises from enquiries by the District and County Council planning enforcement officers.

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RELEVANT PLANNING HISTORY

- 2.5 There has been an extensive planning history for this site, much of which relates to the existing buildings on the site. The relevant history of the playing course area is set out below:-

Application No. ROC/0243/89
Change use of land to golf course.
Appeal against non-determination dismissed 30 January 1990.

Application No. ROC/0458/89
Construct golf course and ancillary club house and pro-shop, vehicle plant store with allied car parking facilities.
Permission refused 20 October 1989.
Appeal allowed 30 January 1990.

Application No. CU/0369/90
Change of use of land to form 2 golf courses with ancillary car parking area landscaping and alterations to Hullbridge Road adjoining site.
Permission granted 14 August 1990.

Application No. F/0864/90
Removal of condition 22 on CU/0369/COU to allow retention of overhead power lines in connection with change of use of land to form 2 golf courses with ancillary car parking landscaping and alterations to Hullbridge Road.
Permission granted 1 February 1991.

Application No. 01/00480/COU
Change of use of land to form addition to existing golf course.
Permission Granted 30 August 2001.

Application No. 02/00378/COU
Change of use of land to open air driving range and erection of 5m high catch fencing.
Permission granted 26 September 2002.

Application No. 03/00034/FUL
Erection of building comprising 16 No. driving bays for use with associated golf driving range.
Permission granted 18 March 2003.

Application No. 04/00088/FUL
Erect 3 No. free standing spotlights on 8m high columns, 2 No. local lights to fascia of existing covered driving bays.
Permission granted 14 July 2004.

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Application No. 06/01096/FUL

Reshaping and landscaping of parts of existing golf courses including raising land level to parts of site by up to 4m to improve quality and safety of facilities and creation of new reservoirs for irrigation water supply. Construct temporary site access onto Hullbridge Road for duration of construction period. Remove existing ball safety fencing to practice range and remodel practice range to be contained within raised mound up to 5m high and provide 2m high fence on mound top with landscaping.

Permission refused on 18 March 2007.

Application No. 07/00290/FUL

Close existing access, form new access onto Hullbridge Road and revise layout to car park. Change groundsman's store to leisure suite, provide gymnasium to first floor, provide pitched roof to east dormer, pitched roof to flat roofed link and revise window details to ancillary building. Two storey extensions to provide new kitchen and golf pro shop and extension to bar, extend bar to ground floor with roof terrace over, extend rear dormers and add two new dormers to side, add entrance porches and revise window details to clubhouse building.

Permission refused 26 June 2007.

Application no. 07/00291/FUL

Pitched roofed Greenkeepers building to provide store, workshop, repair shop with office and staff room in part of roof space.

Permission refused 26 June 2007.

Application No. 07/01130/FUL

Pitched roofed Greenkeepers building to provide store, workshop, repair shop with office and staff room in part of roof space.

Permission refused 13 February 2008.

Application No. 08/00214/FUL

Reshaping and landscaping of parts of existing golf courses including raising land level to parts of site by up to 4m to improve quality and safety of facilities and creation of new reservoirs for irrigation water supply. Construct temporary site access onto Hullbridge Road for duration of construction period. Remove existing ball safety fencing to practice range and remodel practice range to be contained within raised mound up to 5m high and provide 2m high fence on mound top with landscaping.

Permission refused 24 June 2008. for the following reasons (summarised):-

- 1) The use of waste material for land raising would be contrary to Policy W9B of the Essex and Southend Waste Local Plan (September 2001) and insufficient information having been submitted to demonstrate that the need is justified.

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- 2) Policy W3C of the Essex and Southend Waste Local Plan (September 2001) requires that non-landfill proposals with a capacity in excess of 50,000 tonnes per annum will be restricted to sources of waste from the plan area. The proposal demonstrated potential for such sources to be outside Essex contrary to the requirements of Policy W3C.
 - 3) Policy W9B of the Essex and Southend Waste Local Plan (September 2001) states that "Landfill" or land raising for its own sake without being necessary for restoration will not be permitted. The applicant has failed to demonstrate overriding justification for the proposals and alternative solutions to golf course quality and safety.
 - 4) The proposal contains insufficient information to demonstrate how potential impacts upon protected species and in this case Great Crested Newts will be mitigated and whether or not the development would have an adverse effect on such species.
 - 5) Insufficient information has been provided to allow the Local Planning Authority to properly consider the impact of the proposal upon the network of hedgerows and aged trees present on the site and in the vicinity of the development proposed.
 - 6) The scale, extent and excessive height of the proposed raising of land levels would change the landscape to reduce the openness on those parts of the site to the detriment of the character and appearance of the Metropolitan Green Belt contrary to Policy R1 to the Rochford District Replacement Local Plan (2006). Furthermore, the level of noise and disturbance arising from the works to reform the land and import the material over the construction period would result in the loss of the open outlook and prove detrimental to the level of amenity of local residents as well as those residents fronting the road network serving the site
- 2.6 Temporary Stop Notice served by Rochford District Council to take effect 11 September 2008 and concerning:-
- 2.7 The bringing onto the site of soils, road scalpings, rubble and other similar materials including wastes which could be used in the construction of a roadway, embankments and remodelling parts of the golf course. The deposit of such soils, road scalpings, rubble and other similar materials including wastes. The formation of roadways, embankments, bunds and similar structures and the remodelling or re-landscaping of the golf course.
- 2.8 Enforcement notice served by Essex County Council to take effect on 6 November 2008 and concerning:-

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- a) Importation, deposition and spreading of waste materials on the land in the approximate area shaded yellow on the plan including soils, rubble and other similar waste materials.
 - b) Construction of internal roadway from imported waste materials, including road scalplings, rubble and other similar waste materials on the land in the approximate area shaded blue.
- 2.9 Stop Notice served by Essex County Council to take effect on 9 October 2008 to:-
- a) cease, and do not resume, the importation, deposition and spreading of waste materials on the land.
 - b) Cease, and do not resume, construction of the internal road way on the land.

CONSULTATIONS AND REPRESENTATIONS

- 2.10 **Environment Agency:** This proposal falls outside the scope of matters on which the agency is a statutory consultee. Therefore have no comment to make on this application.
- 2.11 **Woodlands Officer:** The existing bunding will have no negative ecological impact. Adjacent to sections D-D and A-A are a small number of established trees. Although there is a small amount of encroachment within the rooting zone of these trees by the bunding it is not significant.
- 2.12 This tree amenity is important for the site and recommend that a condition be included within the consent that if the trees are lost within the next five years suitable specimens be planted to maintain existing amenity.
- 2.13 Six letters have been received in response to the neighbour notification and which in the main make the following comments and objections:-
- o Noise and disturbance.
 - o Overdevelopment.
 - o Insufficient drainage.
 - o Object on the basis that the applicants have received an enforcement notice to stop the transfer of soil, etc. to this site.
 - o Lorries had to carry this soil along Rawreth Lane and hence the notice.
 - o Was previously refused and should not be allowed to continue.
 - o Why is an application of this nature being considered?
 - o Have no confidence in the owner building what is applied for.
 - o The 1.5m high bund created acts as a dam for any excess water from adjoining areas and affecting properties in Wellington Avenue.

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- The bund should be removed without delay before flooding occurs as the water will not be able to run freely across the site as it always has done in the past.
- Very angry that the applicant appears to do what he chooses with or without the Council's consent.
- Two previous applications rejected.
- Spoil containing items such as old cable and rubbish brought to the site by lorry during the day and on Saturdays. This was then topped off with top soil.
- None of the safety measures were put in place for users of the footpath and thus reducing costs.
- Considerable noise and vibration.
- Concern for contaminants that may pollute the water course and adjoining fishery.
- The work has been done in the full knowledge that permission did not exist and even ignored the service of notices.
- Applicants appear to hold the Council's authority in contempt and have demonstrated they cannot be trusted to comply with planning conditions to any consent that is granted.
- It would seem that the risks of punitive fines are outweighed by the income derived from accepting lorry loads of landfill onto their site.
- If retrospective planning permission is granted it would imply that if permission is declined it is still possible to proceed and worry about regularising consent at a latter stage.

MATERIAL PLANNING CONSIDERATIONS

2.14 The current application is substantially different in scale to the previously refused applications:-

- The current application relates only to the driving range area of some 0.875ha as opposed to parts of all three elements of the site as a whole in the previous application which related to some 21.5ha.
- The bunding and raised earth areas in this current application are substantially smaller in height compared to the 5m average height of the practice range works in the previous application.
- The bund formed in the current application involves only mounding to the "U" shaped area rather than transformation of landform to the whole practice range area as in the case of the previous application.

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- The previous applications extended the landform to the inside of the ditch bank top around the site. The current application provides the toe to the bund 20m – 45m to the boundary of gardens in Wellington Avenue. Similarly, the toe of the bund would be between 25m – 47m from the bank top to the ditch alongside Hullbridge Road.

2.15 Green Belt and Leisure Provision

Engineering operations such as the development proposed are inappropriate development within the Green Belt unless such works maintain openness and do not conflict with the purposes of including land within the Green Belt.

- 2.16 The landform that has resulted and to which this application now relates is modest and contained well within the site. The feature does not have the dominance by way of scale and height that was argued previously to detract from the openness of this part of the Green Belt in the previously refused application. There is no other harm caused by the development against the backdrop of the course and an essentially man made landscape. The previously approved ball catch fencing is a very special circumstances to also be given weight. The current proposal is not therefore considered to conflict with Policy R1 to the Council's adopted Local Plan (2006).
- 2.17 Policy LT1 to the Council's adopted Local Plan (2006) generally encourages leisure developments provided that the landscape, biodiversity and character of the area will not be adversely affected. The proposed development is modest given the distance of the development from the site boundaries against the backdrop of the greater setting of the golf course and envelope of buildings. There are no biodiversity issues known for this part of the site and consequently the proposal would accord with Policies LT1 and LT13.

Waste Issue

- 2.18 Officers understand that material was brought to the site over the summer of 2008 and used together with existing material already on site in the works. This resulted in the service of a temporary stop notice by the District Council to take effect on 11 September 2008 until 9 October 2008 and requiring the cessation of material being brought to the site and the formation of roadways, bunds, embankments and the remodelling or re-landscaping of the golf course for the whole 88ha site.
- 2.19 On 9 October Essex County Council served an enforcement notice regarding the importation, deposition and spreading of waste on land to the north of the practice range and the construction of an internal roadway with remediation works to take effect from 6 November 2008. This notice was accompanied by a separate stop notice requiring the cessation of works to continue the import of material and the construction of the roadway.

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- 2.20 Works continued on the site to produce the landform and bunded area to which this application relates. The area of the current application does not directly relate to the outstanding County Council enforcement notice. The District Council temporary stop notice ceased to have effect from 9 October 2008.
- 2.21 Residents have raised the issue of flooding arising from the revised land form on the site. The Environment Agency finds no need to comment on this particular application and therefore offers no observations regarding the effect of the proposal upon waste, ecological, drainage or water quality issues.
- 2.22 The Council's drainage engineer advises informally that the location of the bund well within the site would provide a large area to absorb typical run off from the bund towards neighbouring property. It is anticipated that in times of stress, the works would actually contain run off within the practice range as now shaped and serve to reduce the risk of flooding the neighbouring water course. No flooding problems are therefore anticipated by this proposal.
- 2.23 The comments of the Essex County Council's Head of Environmental Planning regarding specialist minerals and waste planning are awaited at the time of writing but it is anticipated that, having inspected the works as part of enforcement proceedings, the nature of the material and the quantities involved in the works to which this application relates will not attract concern or objection to this application. The County officers remain interested in the other material elsewhere on the site and to the north of the practice range, subject of enforcement action.

Impact on Amenity

- 2.24 The traffic associated with the importation of material on the golf course generally has given rise to complaints during last year but, as the bunding is now complete, no further traffic movements will arise from the granting of this permission. The formal views of Essex County Council Highways and Transportation are awaited at the time of writing.
- 2.25 In the previous application officers raised particular concerns at the height of the bund and remodelling which at 5m and relatively close with the toe of the then proposed bund 5-10 metres from the boundary of the site with property to Wellington Avenue. This proximity to site boundaries was considered to have harmful effects upon those nearby residents by way of the outlook onto the final landform and also significant noise and disturbance arising from the construction process.
- 2.26 The current application is far more modest in size having a height range between 1.34m-1.79m and more removed from the same adjoining properties at a distance of 20m-45m.

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The effect of the construction work having already been done means that no further noise and disturbance will arise from the grant of permission for this particular application, whereas the scale of the previous proposal anticipated construction and earth moving works over an extensive period of some 3 years.

- 2.27 The proposed netting compares to that previously existing on the site but which for some time had deteriorated. The previously approved enclosure was also to a height of 5m but sited to a slightly further at between 39m – 62m from the boundary with properties in Wellington Avenue as opposed to the 36m – 62m separation distance now shown. The current proposal would provide the 5m high fencing on top of the bund representing an increase in height of between 1.34m – 1.79m. The isolation distance between the previous catch fence line and the current proposal would not be significantly changed. However, the isolation distance would still provide sufficient space to prevent the revised fencing dominating those adjoining properties. No objections have been received concerning this issue from nearby residents.
- 2.28 The isolation between the previous catch fence line and that now proposed in relation to the alignment of Hullbridge Road would be improved from an existing distance of 20m widening to 34m to a new position of 31m widening to 51m over the depth of the enclosure from the driving shed. This realignment takes the catch fencing away from the adjoining highway.
- 2.29 The provision of floodlighting to the practice range building and on 8m high columns to the rear is the subject of a separate consent. It is, however, considered necessary to seek control over any future lighting provision that might otherwise be provided to the columns now proposed to support the catch fencing. This matter can be the subject of a condition to any approval that might be given.
- 2.30 The current application would not, if approved, give rise to the same loss of amenity considerations that were at issue in the previously refused application.

Biodiversity and Ecology Issues

- 2.31 The driving range area was not previously shown to support protected species or flora. The two trees located to the north eastern part of the site to which the bund area extends between have been retained during the implementation of the development.
- 2.32 The Council's woodlands and ecology officer advises that the works undertaken represent only a small amount of encroachment into the tree rooting zone of these trees. However, if these trees are lost over the next five years they should be replaced. There are no other ecology issues that arise from this development to this part of the site.

SCHEDULE ITEM 2

CONCLUSION

- 2.33 The proposal seeks consent for development to provide a bunded land form to contain the practice range area immediately to the north of the driving range building. Also proposed to the bund top is the provision of a 5m high catch fence. The proposal is retrospective and the surface recently seeded. The area contained within the bund remains grassed and available for play.
- 2.34 The bund works undertaken are modest in scale to a height ranging between 1.34m – 1.79m and would be located a good distance from the site boundaries and set against the backdrop of the club building envelope and the two golf courses on the greater site beyond.
- 2.35 The proposal would not conflict with Green Belt or leisure policies contained within the Council's adopted Local Plan (2006) or give rise to pollution or amenity concerns that can be substantiated.
- 2.36 Subject to no adverse comments being received from the Essex County Council's Head of Environmental Planning concerning minerals and waste, the recommendation is to approve the application.

RECOMMENDATION

- 2.37 Subject to no adverse comments being received from the Essex County Council's Head of Environmental Planning concerning minerals and waste, it is proposed that the Committee **RESOLVES** to **APPROVE** the application, subject to the following conditions:-
- 1 SC4B – Time limits standard
 - 2 No floodlights or other means of artificial illumination shall be provided/installed to the fence post/columns and/or operated, whether or not in association with the use of the site permitted.
 - 3 Any of the trees adjoining the bund area at the approximate positions of section A-A and section D-D as shown on the approved plan Drawing No. LR01-100 and dying before 21 January 2014 shall be replaced by such species as shall be submitted to the Local Planning in writing. The replacement planting shall be carried out in accordance with such details as may be agreed by the Local Planning Authority within the first planting season (October to February inclusive) following agreement of such details.

SCHEDULE ITEM 2

REASON FOR DECISION

The proposal is considered not to cause significant demonstrable harm to any development plan interests, other material considerations, to the character and appearance of the area, to the street scene or residential amenity such as to justify refusing the application; nor to surrounding occupiers in neighbouring streets.

Relevant Development Plan Policies and Proposals

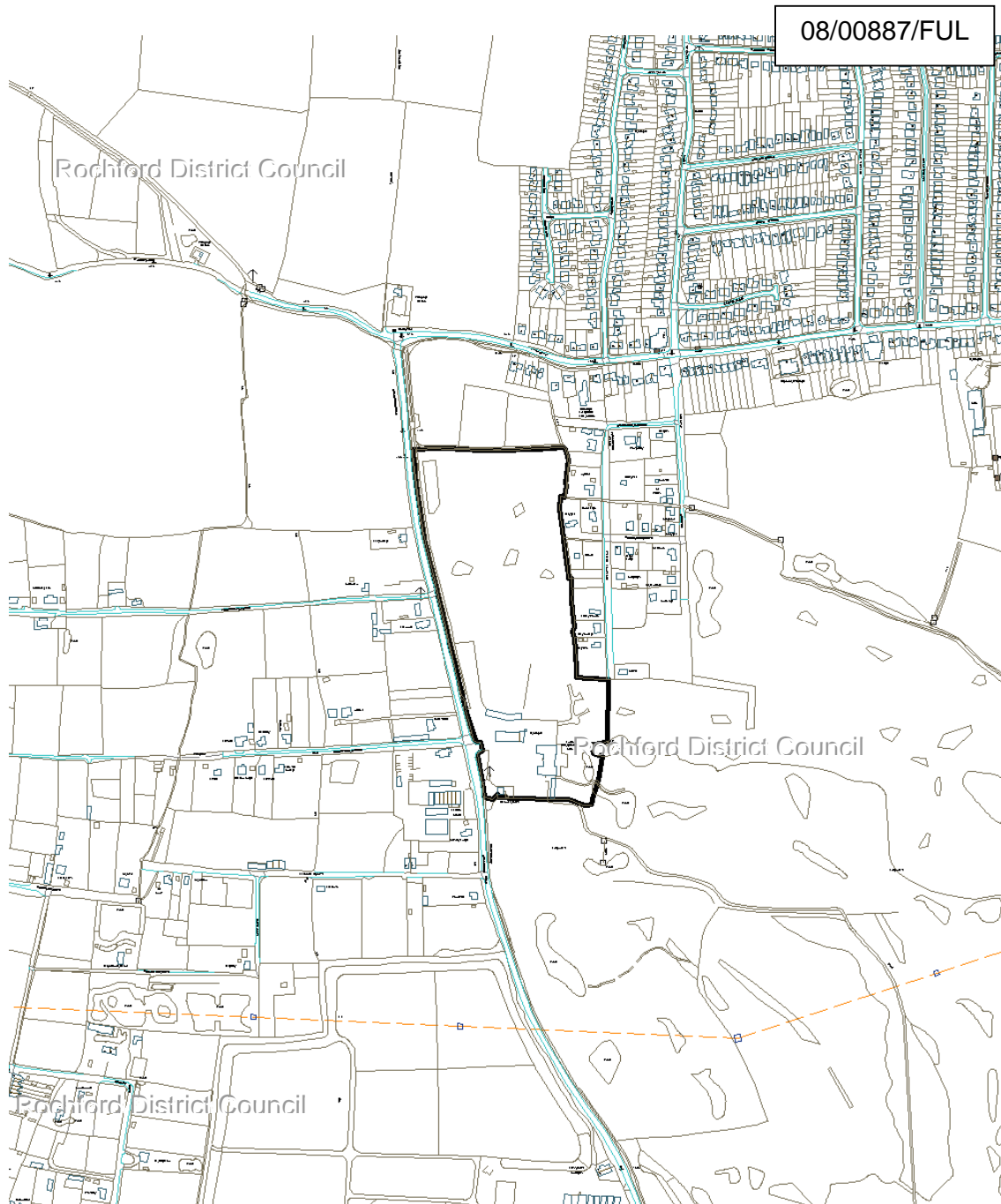
R1, LT 1, LT13, NR4, NR7, NR8, NR9, NR12, T4 of the Rochford District Replacement Local Plan (2006)



Shaun Scrutton
Head of Planning and Transportation

For further information please contact Mike Stranks on (01702) 318092.

SCHEDULE ITEM 2



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NTS



SCHEDULE ITEM 3

**TITLE: 09/000010/CPO
THE IMPORTATION BY SEA OF 7.5 MILLION CUBIC
METRES OF HIGH QUALITY RECOVERED INERT MATERIAL
TO ACHIEVE, BY PHASED EXTRACTION AND
LANDRAISING, A CHANGE OF USE FROM AGRICULTURAL
LAND TO 677 HECTARES OF COASTAL NATURE RESERVE
PRINCIPALLY COMPRISING MUDFLATS, SALTMARSH,
COASTAL LAGOONS, BRACKISH MARSH, COASTAL
GRAZING MARSH, DRIER GRASS CAPABLE OF
DEVELOPING NEW SALTMARSH AS SEA LEVELS RISE,
TOGETHER WITH THE DEVELOPMENT OF 5 BIRD HIDES,
CAR PARK AND ASSOCIATED OFF SHORE UNLOADING
FACILITY, CONVEYOR AND PIPELINE, MATERIAL
HANDLING AREA, SEA WALL ENGINEERING WORKS AND
MODIFICATION TO FOOTPATH NUMBER 21, TO BE
COMPLETED BY 2019.
LAND AT NORTH END OF WALLASEA ISLAND ROCHFORD**

APPLICANT: ROYAL SOCIETY FOR THE PROTECTION OF BIRDS

**ZONING: METROPOLITAN GREEN BELT, AREA AT RISK OF
FLOODING, SPECIAL LANDSCAPE AREA.**

PARISH: CANEWDON

WARD: ASHINGDON AND CANEWDON

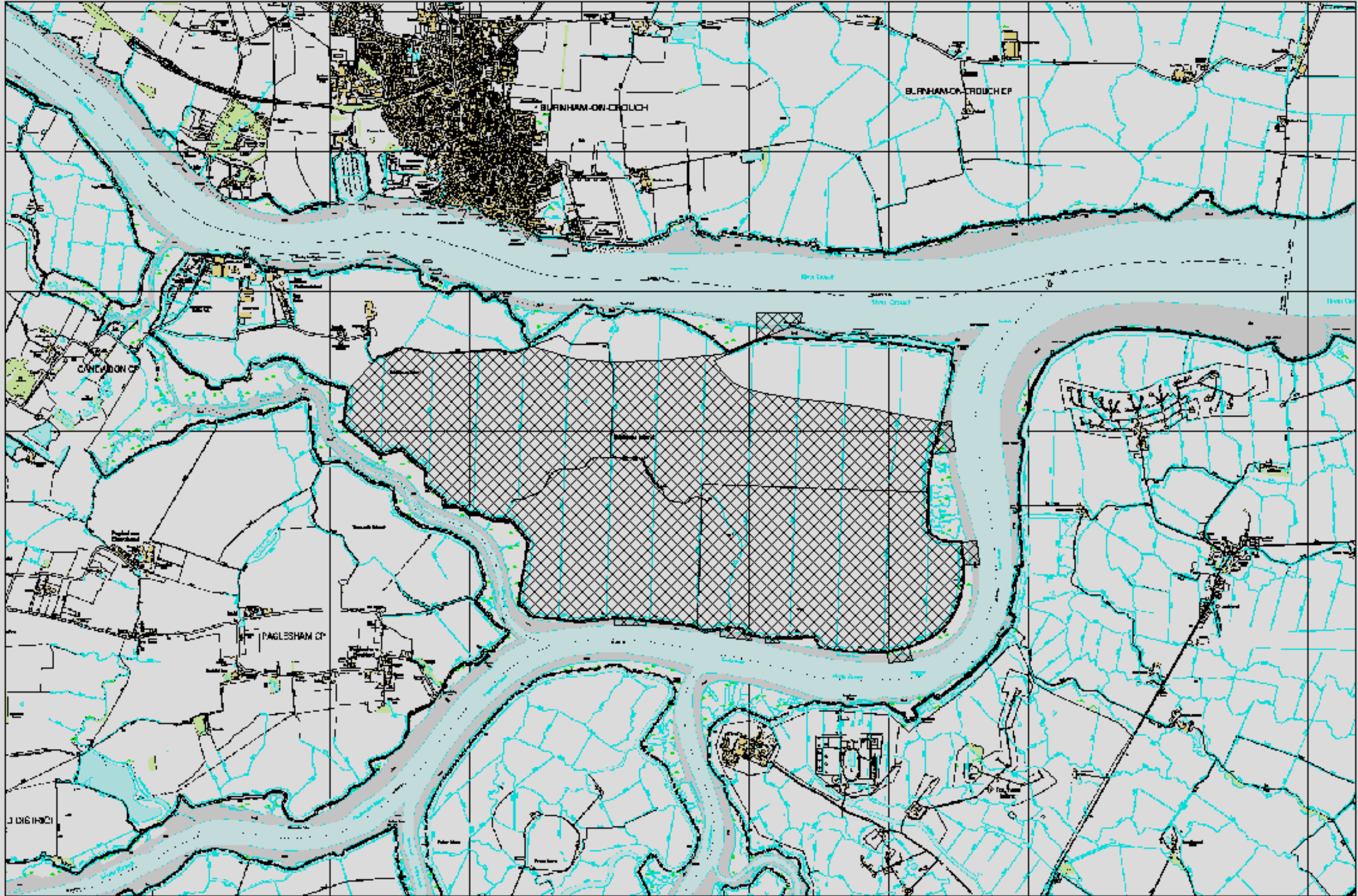
- 3.1 The above consultation was received from the Head of Environmental Planning, Essex County Council as the Schedule for this Committee was being finalised. It was not therefore possible to provide a written report for Members' information on the schedule. Further details will be provided to Members in advance of the Committee.
- 3.2 The County Council requires a response by 16 February 2009. District officers will therefore provide a full report to the meeting to allow Members to form a view to be forwarded to the County Council within the consultation period.



Shaun Scrutton
Head of Planning and Transportation

For further information please contact Mike Stranks on (01702) 318092.

09/00010/CPO



SCHEDULE ITEM 4

**TITLE: 08/00894/FUL
CONSTRUCT PART TWO STOREY AND PART THREE
STOREY BUILDING TO PROVIDE SHOP TO GROUND
FLOOR WITH 6 No. TWO BEDROOMED FLATS ABOVE
WITH REVISED ACCESS AND PARKING TO FRONT AND
PARKING TO REAR.
74-78 WEST STREET ROCHFORD**

APPLICANT: ALBURN RETAIL LTD.

ZONING: EXISTING RESIDENTIAL DEVELOPMENT

PARISH: ROCHFORD PARISH COUNCIL

WARD: ROCHFORD

PLANNING APPLICATION DETAILS

The Site and its Location

- 4.1 This application is to a site on the northern side of West Street on the inside of the junction formed with Union Lane. The site has an area of 0.1ha and was formerly a petrol filling station and shop now demolished. The application site includes land currently forming part of the yard to the 'Milestone' bar/public house at the rear of the site understood to be the subject of a lease agreement from the former owner.
- 4.2 The site is predominantly clear with some debris about the site and overgrowing but with a concrete hard surface and bounded to the public street by a close boarded fence. At the rear of the site the former building walls remain to enclose the site.
- 4.3 Adjoining the site to the west is a vacant two storey office building. To the rear of the site exists the 'Milestone' Public House which is two storeys in height. The landlord is also understood to live on the premises. Opposite the site to the east is a single storey car showroom. The workshops, although single storey, are to a height and design comparable to industrial buildings.
- 4.4 The site is allocated for residential purposes and is within the Rochford Town Centre as defined in the Rochford District Replacement Local Plan as adopted in June 2006. The site is also within the Rochford Conservation Area.

SCHEDULE ITEM 4

The Proposal

- 4.5 The current application is for a building comprising a retail shop to ground floor of some 381 square metres and with entrance to the eastern end fronting the junction between Union Lane with West Street and with 4 No. two bedroomed flats at first floor and 2 No. two bedroomed flats at second floor.
- 4.6 The building would be rectangular on plan and set back from the pavement line a distance of 11.4m – 11.7m with a customer car park for the shop to the front of the site comprising 8 No. spaces including one disabled space with further residential parking of 6 No. spaces including one disabled space behind the building proposed.
- 4.7 The existing western access would be narrowed and the pavement extended. General access would be retained at this point allowing residential parking at the rear of the building and customer parking to both enter and exit at the western point of access to the site. The layout would provide a new access through the kerb radius at the junction of Union Lane at the eastern end of the site. This would be used for the exit of service vehicles only and would be controlled by retractable bollards.
- 4.8 The proposed building would have a width onto West Street of 30.723m and depth of 14.366m providing a side space of 3.345m to the western boundary of the site at the face of the building narrowing over the access to the residential parking at the rear of the site to a distance of 3m. The building would be sited to a skewing side space of 2.5m reducing to a pinch point with Union Lane to the rear eastern side of the building proposed. The height including the three storey element at the Union Lane end of the building would be to 11.35m overall. The lower two storey element would have an overall height of 9.8m.
- 4.9 This revised proposal follows discussion between the applicants, Ward Members and County Highway officers.
- 4.10 The proposed building would be sited in the same position and be of the same size as previously and essentially of the same external appearance. The only change to the building is to the plan at first floor level which now features a recess to the upper floor flats decreasing their size slightly and increasing the size of the amenity area deck. Internally the flats proposed have different layouts but this has not changed the window pattern.

SCHEDULE ITEM 4

- 4.11 The current application differs to the previous application in the layout to the front forecourt area for vehicular circulation whereby the one way travel of both residential, customer and servicing traffic to the previous application is changed in favour of use of the western access point. The new access to the east would be used solely for service deliveries. This revised layout as now proposed results in the reduction of one customer car parking space to the front forecourt area.
- 4.12 The current application is the third submitted following the grant of permission for a first application for a similar development but sited close to the site frontage. The first application was subject to a Unilateral Undertaking for a financial contribution of £60,000 requested by the County Highway Authority towards the costs of works by the Highway Authority to realign the junction of West Street and Bradley Way and the repositioning and upgrading of the existing pedestrian crossing.
- 4.13 In the second application the County Council revised their request to £50,000 but the applicant offered a contribution of £15,000 to accompany that refused application.
- 4.14 No request for a contribution has been made by the County Highways Authority for the current application. The current application is not accompanied by an offer from the applicant for a contribution.

RELEVANT PLANNING HISTORY

- 4.15 Planning permission was granted on 31 May 2007 under application reference 07/00329/FUL to construct a part two storey, part three storey building to provide a shop at ground floor with 6 No. two bedroomed flats above and car parking to the rear with access from Union Lane. This earlier application provided for a building to the site frontage adjoining the pavement and with servicing and car parking to the rear. This application was subject to a Unilateral Undertaking to provide a financial contribution to the Highway Authority towards general highway improvements in the vicinity of the site.
- 4.16 The applicants having undertaken preliminary exploration work to implement the previous decision found the presence of underground services comprising sewers and B.T. cables and the cost of moving them make the previous consent unviable.
- 4.17 A further planning application for a revised scheme setting the building back from the street and to a slightly different design was refused permission on 22 May 2008 under application reference 08/00279/FUL and for the following reasons:-

SCHEDULE ITEM 4

- 1) The proposal, by way the siting of the proposed building set back from the road frontage with car parking and servicing to the front of the site, would be out of keeping with the character and appearance of Rochford Conservation Area and with existing Listed Buildings in West Street.
- 2) The proposed servicing arrangements are considered unsatisfactory as there is no dedicated access or service area for delivery lorries. The arrangements to allow delivery lorries to exit from the site in forward gear will be detrimental to the safety of other vehicle users and to pedestrians.

CONSULTATIONS AND REPRESENTATIONS

- 4.18 **Rochford Parish Council:** No comment to make on this application.
- 4.19 **Essex County Council Highways and Transportation:** No objection to raise. Recommend the following heads of conditions:-
- 1) Visibility splay 2.4m x site maximum.
 - 2) Pedestrian visibility splay 1.5m x 1.5m.
 - 3) Provision within the curtilage of the site for the parking of operatives' vehicles and the reception and storage of materials for the duration of the construction period.
 - 4) Provision of wheel cleaning facility for the duration of the construction period.
 - 5) Car parking areas shall be hard surfaced, marked out and sealed and retained in this form at all times.
 - 6) All works within the highway to be laid out and constructed to the satisfaction of the Area Manager South.
- 4.20 **Essex County Council Trading Standards:** Confirm that records show that the underground fuel tanks were made safe and subsequently removed from the site on 29 January 2003.
- 4.21 **Essex County Council Historic Building and Conservation Advice:** The proposal follows considerable negotiation and the design of the building seems satisfactory from a Conservation Area standpoint. Recommend permission be granted, subject to conditions requiring the agreement of materials and finishes and landscaping and surfacing, together with large scale detailed design of domestic and shop windows.
- 4.22 **Environment Agency:** Advise that the site falls within Flood Zone 2, the medium risk zone and that the application should pass the sequential test and be supported by a Flood Risk Assessment.

SCHEDULE ITEM 4

- 4.23 Based upon the Flood Risk Assessment accompanying the application and further details received on 9 and 17 December which include further information on soakage tests and drainage calculations, together with district officer confirmation that no other reasonably available sites in lower risk areas, raise no objection to the proposal on flood risk grounds subject to the following heads of conditions:-
- a) The surface water scheme to be constructed to specification on drawing No. 1462
 - b) The hydro break implemented on site should control discharge to 15 litres per second.
- 4.24 Advise that, following de-commissioning work carried out on the site, contaminant concentrations do not now pose a significant risk to controlled waters.
- 4.25 Advise that any culverting work to the flow of water courses will require consent of the agency under the terms of the Land Drainage Act 1991/Water Resources Act 1991.
- 4.26 Further advise that surface water from roads and impermeable vehicle parking areas shall be discharged to any water course via trapped gullies.
- 4.27 **London Southend Airport:** No safeguarding objections.
- 4.28 **Buildings Technical Support (Engineers):** No objections. Advise that public foul sewer exists through the front of the site. Advise that the surface water drainage to be considered for sustainable system.
- 4.29 One letter has so far been received in response to the public consultation and which in the main makes the following comments and objections:-
- Devaluation of property.
 - Loss of light.
 - Windows of the bar to the rear of the site will directly overlook the car park of the proposed development and beer patio would directly adjoin the proposed fence.
 - Loss of privacy overlooking from balcony and windows which will overlook windows and courtyard to premises at the rear of the site.
 - Enjoy a late licence and indoor and outdoor music licence. The live music is essential to our business.
 - With six residential flats to be built in such close proximity the granting of the existing licences will be called into question, killing the business that has been run responsibly for 16 years.

SCHEDULE ITEM 4

- Seek guarantee that business and licences will continue unchanged into the future.
- Health and safety concerns for customers to the adjoining Public House who will be subjected to exhaust fumes from the proposed car park. The parked cars will be in a confined space and have no ventilation. Public House has no windows at the rear of the building and raise concern that exhaust fumes will fill the existing bar.

MATERIAL PLANNING CONSIDERATIONS

Principle of the Development

- 4.30 The site was previously allocated as secondary shopping frontage in the Rochford District Local Plan (1995). The site is currently allocated as existing residential development in the Rochford District Replacement Local Plan (2006). The proposed retail element whilst outside the currently defined shopping frontages is still located within the defined town centre.
- 4.31 The site was previously in use for retail purposes. The advice contained within Planning Policy Statement No. 6 Planning for Town Centres states that Local Planning Authorities should recognise and support development that enhances the vitality and viability of market towns and other rural service centres. Mixed uses combining commercial and residential uses make best use of such sites and are to be generally encouraged. The preferred location for such developments is within existing town centres and in this respect the proposal fully accords with Local Plan Policy SAT1.
- 4.32 The proposal includes a comprehensive design and access statement that addresses the appraisal of the context of the site and does not conflict with the requirements of Policies EB5 and CS6 to the adopted Local Plan (2006).

Highway Considerations

- 4.33 The site is within a town centre location with access to services, a regular bus service and adjoins a main line railway station. Of the car parking provided the applicants intend one car parking space to be allocated for each flat. This allocation is considered acceptable given the location of the site. It is considered necessary, however, that a condition be part of any approval that might be given to secure that part of the parking layout for residents.
- 4.34 The retail store would require a maximum of 19 car parking spaces to serve the scheme in addition to adequate room for the servicing of the shop use. In addition, the applicant shows provision for 4 No. cycle spaces to the frontage of the store onto Union Lane.

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- 4.35 The approved scheme made provision for 15 No. car parking spaces including 2 No. disabled spaces. The refused scheme made provision for 6 No. residential parking spaces including 1 No. disabled space and 9 No. customer car parking spaces including 1 No. disabled space.
- 4.36 The scheme currently proposed shows provision for 6 No. cycle spaces and 6 car parking spaces for the residential element of the scheme to the rear of the building accessed alongside the western boundary of the site. And the same as the refused application. The current proposal shows provision for one less customer car parking space than the previously refused application. The level of parking provision was accepted in the approved application and not raised as an objection to the refused application.
- 4.37 Given the town centre location it is considered that the proposed parking provision for the shop (8 No. spaces) is acceptable and the provision of cycle spaces and servicing arrangements are similarly acceptable bearing in mind no material objection being raised by the County Highway Authority. The proposal is not therefore considered to conflict with Policies SAT7 and TP8 to the Council's adopted Local Plan (2006). Officers consider the level of car parking for both residential and retail uses proposed to be acceptable.
- 4.38 The development would not give rise to significant levels of traffic against the background of the busy junction in this town centre location and the former use of the site as a petrol filling station and garage workshops.
- 4.39 The revised layout to the front forecourt area allowing service vehicles to enter the site at the western access and leave by a controlled exit to the east and the junction between West Street and Bradley Way would now address Members' previous concerns that delivery vehicles would not be able to enter and exit the site in forward gear. Officers consider, however, that a condition requiring collapse of the bollards only for servicing is necessary as part of any approval that might be given.

Design and Layout Considerations

- 4.40 The rear service yard and first floor amenity area would not give rise to issues for the open storage of domestic paraphernalia given its containment in part by the envelope of the building at first floor and the fencing and walling proposed and the subject of conditions to the recommendation below.
- 4.41 The amenity area provided as part of the approved scheme totalled 249 square metres and included a further enclosed amenity room of 43 square metres. The refused application provided for a reduced amenity area of 103 square metres. The shortfall was not an issue raised in the consideration of the merits of the application by Members.

SCHEDULE ITEM 4

- 4.42 The first floor amenity area to the development currently proposed would equate to 102 square metres and below the 150 square metres required to serve the six flats proposed. However, given the town centre location and provision of informal open space opposite the site adjoining Rochford reservoir, it is considered that this shortfall can be accepted.
- 4.43 The proposal does not therefore present any material conflicts with Policy HP11.
- 4.44 The building would provide good proportions and shop front details with false chimneys. The proportion of windows to the walling are along principles previously discussed with officers in the earlier application and which remain unchanged.
- 4.45 The palette of materials include slate to the lower two storey roof with multi yellow facing brick to the walls and with red plain tiles to the higher three storey roof element with red facing brick to the walls of this part of the building. The walls would be finished in English Bond. The windows would be white painted and rainwater goods in black powder coated aluminium. The proposal has the support of the County Council's specialist adviser on Listed Building and Conservation Areas and the design proportions and details of the building are considered to an acceptable standard in the Rochford Conservation Area and without conflict with Local Plan Policy BC1.
- 4.46 Although the design of the building proposed is essentially unchanged to the previous application officers consider that the design is acceptable in the Rochford Conservation Area. To address Members' previous concerns the applicants are proposing a tarmac finish of stone aggregate with demarcation of parking spaces in block pavements and with soft landscaping to the pavement area fronting the site but retaining a pavement of 2m width. Officers consider this treatment will enhance the appearance of the development to overcome the previous reason against the earlier proposal.
- 4.47 The site is prominent in the Rochford Conservation Area. In the consideration of the previous application refused officers maintained the view that the parking area to the site frontage should be enclosed by a suitable wall and railings. Notwithstanding the applicant's proposal to landscape the site frontage officers consider the requirement for a means of such enclosure to still be necessary.

Flood Risk Issue

- 4.48 The current application now includes a Flood Risk Assessment which has allowed, with conditions, the Environment Agency to no longer raise objection to the development of this site.

SCHEDULE ITEM 4

- 4.49 The Council is required to undertake a sequential test to avoid development within the flood zone. Essentially it falls to the Local Planning Authority to consider the availability of an alternative site for the proposal outside the flood zone.
- 4.50 The site is in a sustainable location, within the town centre. There are no reasonably available sites within the Rochford town centre that would provide an alternative site for the development proposed. Taking into account the valid alternative consent granted on 31 May 2007 under application reference 07/00329/FUL and the need to enhance the appearance of the Rochford Conservation Area by appropriately developing the site, it is considered that the proposal passes the sequential test.

Other Matters

- 4.51 An objection has been raised concerning the siting of the residential elements close to the adjoining 'Milestone' and Restaurant at the rear of the site and the effect upon licensing matters relating to that business and the effect upon the amenity of customers from nuisance from the residential car park to the rear of the proposed layout.
- 4.52 The licensing matters are a separate consideration but, given the town centre location of the site and the extant consent for a similar but alternative sited building on the site, cannot carry significant weight and would be an unreasonable basis for refusing permission on this particular application.
- 4.53 The site is irregular in shape. The building proposed would follow a general building line established by the building at No. 82 West Street to the west and position of the showrooms to the 'First Stop' car sales site to the east. The rear of the proposed building would be sited 15.5m from the rear wing forming the 'Milestone' bar to the ground floor and restaurant above directly backing onto the site. The residential use of the 'Milestone' has rear windows at ground and first floor generally facing westwards and not directly opposite the rear windows to the building proposed.
- 4.54 The approved application placed the upper floor directly rear facing windows to the flats then proposed some 37m from the restaurant windows backing onto the site and the nearest residential windows to the Milestone some 31m apart.

SCHEDULE ITEM 4

- 4.55 The distance between rear windows and the amenity area to the flatted element within the current proposal and the bar/restaurant windows would be less than half the 35m standard between flats and dwellings identified in housing areas within the Essex Design Guide. This issue was not part of the reason for refusing the previous application which was identical in this respect. Given the town centre location and the fact that the opposing windows are serving a bar and restaurant it is not considered that the privacy of the bar and restaurant need be safeguarded so sensitively and the resulting relationship is acceptable.
- 4.56 In the approved application Members requested the provision of a new 3m high wall to bound the 'Milestone' Car park with separate details to be submitted concerning the provision of a low wall along the parallel boundary with the rear wing of this neighbouring building. This boundary treatment is repeated in the conditions recommended as part of any approval that might be given. The realities of the boundary of the site compared to the extent of outside area to the 'Milestone' are ultimately a legal issue and cannot be reasonably addressed in this application.

CONCLUSION

- 4.57 The proposal would provide a mixed use development of retail and residential accommodation in a town centre location and to a site with an extant permission for a very similar development.
- 4.58 This revised proposal seeks to address Members' concerns at the failings of a previous application.
- 4.59 Officers consider that, following discussions between Ward Members and the applicants, the matters at issue have now been satisfactorily addressed and this revised scheme is acceptable in highway terms and would be an acceptable development on this vacant site in the Rochford Conservation Area.

RECOMMENDATION

- 4.60 It is proposed that the Committee **RESOLVES** to **APPROVE** the application, subject to the following conditions:-
- 1 SC4B – Time limits full – standard
 - 2 SC14 – Materials to be used externally

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- 3 Notwithstanding the submitted plans hereby approved the applicant shall submit details to the Local Planning Authority for the enclosure of the site to the western and northern boundaries by way of close boarded fencing on wooden posts to the heights shown on the approved plans and between points D-E-F-G. Such details shall be submitted prior to the first occupation of the development hereby approved. The development shall be implemented in accordance with such details as may be agreed by the Local Planning Authority.
- 4 SC59 Landscape Design – Details (Full)
- 5 The surface water drainage scheme shall be constructed to the specifications shown on Drawing No. 1462-R001 included at Appendix B within the submitted Flood Risk Assessment by STRUCTA consulting engineers and dated 14 November 2008 accompanying the application including the minimum storage area of 16 cubic metres.
- 6 The surface water hydro break implemented on site shall control discharge flows to no more than 15 litres per second.
- 7 Prior to the first occupation of the development the applicant shall submit details of the proposed surface finishes of the car parking and servicing area to the Local Planning Authority. The development shall be implemented in accordance with such details as may be agreed by the Local Planning Authority.
- 8 Prior to the commencement of the development the applicant shall submit details to the Local Planning Authority for the retention of residential parking for the flats proposed. Such details may include the provision of lockable posts or such other means of control to retain six car parking spaces within the layout as approved for the private parking of residents living on the site. The development shall be implemented in accordance with such details as may be agreed by the Local Planning Authority.
- 9 Notwithstanding the submitted plans hereby approved the applicant shall submit details to the Local Planning Authority for the enclosure of the site to the northern boundaries by way of a 3m high brick wall between points A-B-C. Such details shall be submitted prior to the first occupation of the development hereby approved. The development shall be implemented in accordance with such details as may be agreed by the Local Planning Authority.
- 10 For the avoidance of doubt the permission hereby granted does not convey or construe any consent for external security shutters to any part of the building including the car port/canopy areas. Furthermore, prior to their installation, the details of any grilles, gates or other means of enclosure shall be previously submitted to and agreed in writing by the Local Planning Authority.

SCHEDULE ITEM 4

- 11 Notwithstanding the details submitted in support of this application the applicant shall submit to the Local Planning Authority prior to the commencement of the development details for the bonding and pattern of the external brickwork to be used in the development hereby approved. Such details shall include the choice of brick bonding types suitable to the Rochford Conservation Area, together with mortar colouring and content. The development shall be implemented in accordance with such details as may be agreed by the Local Planning Authority.
- 12 Notwithstanding the submitted details the applicant shall submit to the Local Planning Authority prior to the commencement of the development details for the provision of a low wall with railing top to be provided in the position on the northern boundary of the site between points C and D, as shown on the approved plans. The development shall be implemented in accordance with such details as may be agreed by the Local Planning Authority.
- 13 Notwithstanding the submitted plans all service intake piping, ducting, plant and equipment to the building, apart from those relating to the service of the building by Gas, shall be run internally and shall not be visible on the exterior of the building.
- 14 The residential flats hereby permitted shall be equipped with communal TV aerial and satellite dish in positions previously submitted to and agreed in writing by the Local Planning Authority.
- 15 Notwithstanding the submitted plans all soil and waste piping, ducting, plant and equipment to the building shall be run internally and shall not be visible on the exterior of the building.
- 16 Prior to the first occupation of the building hereby permitted the applicant shall submit details to the Local Planning Authority of the position and design of the rainwater goods to be used in the development. Such details shall include black finished metal designed and shall be illustrated on elevational drawings to show the position and location of the rainwater goods. The development shall be implemented in accordance with such details as may be agreed by the Local Planning Authority.
- 17 Notwithstanding the submitted plans hereby approved all windows, doors and masonry shall be inset by not less than 100mm and shall be fitted with sub-sills.
- 18 Notwithstanding the submitted plans hereby approved the applicant shall submit to the Local Planning Authority and prior to the commencement of the development details of the design and appearance of all windows and doors to be used in the development. All windows shall be of timber. Pairs of casement windows shall both be openable with a centre meeting rail. Sash windows shall be double hung sashes. Pairs of casement windows shall be symmetrical in design. Such details shall include plans and sections to a scale of 1:20. The development shall be implemented in accordance with such details as may be agreed by the Local planning Authority.

SCHEDULE ITEM 4

- 19 Prior to the commencement of the development the applicant shall submit to the Local Planning Authority details for the protective measures in respect of land gases which shall be incorporated within all buildings on the site including well constructed floor slabs incorporating a continuous impermeable gas membrane, sealed around service entries. The development shall be implemented in accordance with such details as may be agreed by the Local Planning Authority.
- 20 Topsoil imported for use on the soft areas of the site shall be obtained from a single source and a sample taken for chemical analysis the results of which shall be provided to the Local Planning Authority.
- 21 Prior to the commencement of the development the applicant shall undertake site investigations to prove/disprove the existence of an additional underground petroleum tank located to the rear, north of the site and the Local Planning Authority provided with a written report of the outcome of the investigations, together with any resultant remediation measures, sampling and analysis. The level of noise emitted from the plant, equipment and activities in the store below shall not be audible within the living accommodation above.
- 22 Prior to the commencement of the development, details of any external equipment or openings in the external walls of the building proposed at any time in connection with the permitted use shall be submitted to and approved in writing by the Local Planning Authority before the machinery is installed or the opening formed. The equipment shall be installed or the openings formed as approved and shall be maintained in the approved form while the premises are in use for the permitted purpose.
- 23 No development or preliminary ground works of any kind shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority.
- 24 A visibility splay 2.4m x site maximum, as measured from the carriageway edge, shall be provided either side of the new access, with no obstruction over 600mm above the level of the adjacent carriageway.
- 25 Prior to the beneficial use of the development commencing there shall be provided 1.5m x 1.5m pedestrian visibility splays to both sides of the vehicular access at the rear of the highway boundary.
- 26 Prior to the commencement of the development on the site the applicant shall submit to the Local Planning Authority details for an area within the site for the parking of operatives' vehicles and the reception and storage of materials clear of the highway and for the duration of the construction period.
- 27 Prior to the commencement of the development on the site the applicant shall submit to the Local Planning Authority details for the provision of the cleaning of wheels of vehicles leaving the site for the duration of the construction period.

SCHEDULE ITEM 4

- 28 Prior to the beneficial use of the development commencing the car parking areas, including any parking spaces for the mobility impaired, shall be hard surfaced, sealed and marked in parking bays according to details that shall first have been submitted to and agreed in writing by the Local Planning Authority. The development shall be implemented in accordance with such details as may be agreed and the car parking areas shall thereafter be retained for the parking of vehicles.
- 29 Prior to the commencement of the development the applicant shall submit to the Local Planning Authority details of a wall and railings means of enclosure to the front boundary of the site with the back edge of the pavement. Such details shall include the siting, design, height, appearance of the means of enclosure and the bonding of the brickwork. The development shall be implemented in accordance with such details as may be agreed by the Local Planning Authority.
- 30 The retractable bollards shown to the front forecourt and vehicular access to the site shall be retracted only for the use and access to be made by service and delivery vehicles . The bollards shall be raised at all other times and shall not be used to give access for residents or customers to the development hereby approved.

REASON FOR DECISION

The proposal is considered not to cause significant demonstrable harm to any development plan interests, other material considerations, to the character and appearance of the area, to the street scene or residential amenity such as to justify refusing the application; nor to surrounding occupiers in neighbouring streets.

Relevant Development Plan Policies and Proposals

CS6, SAT1, SAT7, BC1, TP8, EB5, HP3, HP6, HP11 of the Rochford District Replacement Local Plan (adopted 16 June 2006)

Supplementary Planning Document 2 – Housing Design (January 2007)

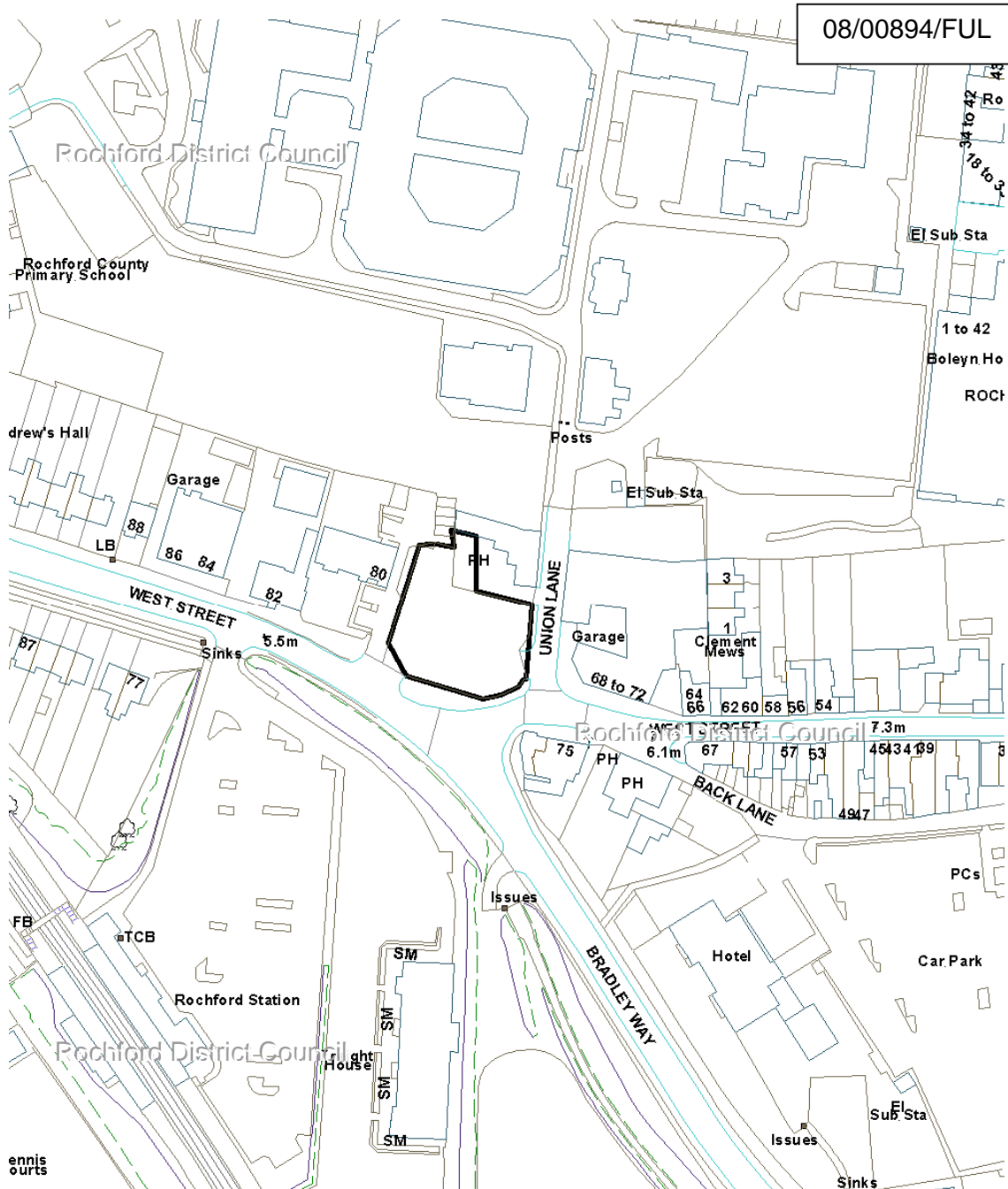
Supplementary Planning Document 5 – Vehicle Parking Standards (January 2007)



Shaun Scrutton
Head of Planning and Transportation

For further information please contact Mike Stranks on (01702) 318092.

SCHEDULE ITEM 4



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Rochford District Council, licence No.LA079138

NTS



CODE OF CONDUCT FOR PLANNING MATTERS

GENERAL PRINCIPLES

Members and officers must:-

- **at all times act within the law and in accordance with the code of conduct.**
- **support and make decisions in accordance with the Council's planning policies/Central Government guidance and material planning considerations.**
- **declare any personal or prejudicial interest.**
- **not become involved with a planning matter, where they have a prejudicial interest.**
- **not disclose to a third party, or use to personal advantage, any confidential information.**
- **not accept gifts and hospitality received from applicants, agents or objectors outside of the strict rules laid down in the respective Member and Officer Codes of Conduct.**

In Committee, Members must:-

- **base their decisions on material planning considerations.**
- **not speak or vote, if they have a prejudicial interest in a planning matter and withdraw from the meeting.**
- **through the Chairman give details of their Planning reasons for departing from the officer recommendation on an application which will be recorded in the Minutes.**
- **give officers the opportunity to report verbally on any application.**

Members must:-

- **not depart from their overriding duty to the interests of the District's community as a whole.**
- **not become associated, in the public's mind, with those who have a vested interest in planning matters.**
- **not agree to be lobbied, unless they give the same opportunity to all other parties.**
- **not depart from the Council's guidelines on procedures at site visits.**
- **not put pressure on officers to achieve a particular recommendation.**
- **be circumspect in expressing support, or opposing a Planning proposal, until they have all the relevant planning information.**

Officers must:-

- **give objective, professional and non-political advice, on all planning matters.**
- **put in writing to the Committee any changes to printed recommendations appearing in the Agenda.**

ADDENDUM TO SCHEDULE ITEM 3

TITLE : 09/00010/CPO
THE IMPORTATION BY SEA OF 7.5 MILLION CUBIC
METRES OF HIGH QUALITY RECOVERED INERT MATERIAL
TO ACHIEVE, BY PHASED EXTRACTION AND
LANDRAISING, A CHANGE OF USE FROM AGRICULTURAL
LAND TO 677 HECTARES OF COASTAL NATURE RESERVE
PRINCIPALLY COMPRISING MUDFLATS, SALTMARSH,
COASTAL LAGOONS, BRACKISH MARSH, COASTAL
GRAZING MARSH, DRIER GRASS CAPABLE OF
DEVELOPING NEW SALTMARSH AS SEA LEVELS RISE,
TOGETHER WITH THE DEVELOPMENT OF 5 BIRD HIDES,
CAR PARK AND ASSOCIATED OFF SHORE UNLOADING
FACILITY, CONVEYOR AND PIPELINE, MATERIAL
HANDLING AREA, SEA WALL ENGINEERING WORKS AND
MODIFICATION TO FOOTPATH NUMBER 21, TO BE
COMPLETED BY 2019.
ESSEX COUNTY COUNCIL PLANNING APPLICATION NO.
ESS/54/08/ROC
LAND AT NORTH END OF WALLASEA ISLAND, ROCHFORD

APPLICANT : ROYAL SOCIETY FOR THE PROTECTION OF BIRDS

ZONING : METROPOLITAN GREEN BELT, AREA AT RISK OF
FLOODING, SPECIAL LANDSCAPE AREA COASTAL
PROTECTION BELT

PARISH: CANEWDON

WARD: ASHINGDON AND CANEWDON

Introduction

- 3.3 The above application is a consultation received from the Head of Environmental Planning at Essex County Council. This item is brought before Members at this time because this meeting is the only one programmed before the expiry of the consultation period on 16 February.
- 3.4 The County Council has undertaken to carry out all consultations, including direct notification to adjoining neighbours to this development. No consultations have therefore been undertaken by the District officers in this particular case and officers are not awaiting views from other parties as part of the considerations.

ADDENDUM TO SCHEDULE ITEM 3

- 3.5 The RSPB is proposing to develop Wallasea Island into a national 'Flagship' coastal habitat creation project that would be known as 'The Wallasea Island Wild Coast Project' and seeks to return the island to a diverse range of dynamic intertidal habitats with extensive transition zones between the shoreline and the land. The scheme would be on a scale unique in the country and would form a landscape believed to compare to that previously existing on the site in the thirteenth and fourteenth centuries. This would be achieved by remodelling the island by the importation of material and reforming the landscape; the public would have access for recreation as the site is completed.
- 3.6 The two key objectives for the project are to create new intertidal habitats to offset historical national losses of Biodiversity Action Plan coastal habitats and species in the UK and to avoid in the future an unmanaged breach of the existing sea wall and risk of flood damage.

The Site and Location

- 3.7 The application relates to the most part of Wallasea Island, which is located in the north east of the district and bounded by the southern banks of the River Crouch and northern banks of the River Roach and which lies at the junction of the Crouch and Roach estuaries. The site is located to the west and north of Foulness and Potton Islands.
- 3.8 The site is laid out into large fields generally rectangular in shape and bounded by open ditches. A single track road provides access across the site from Grapnells Farm. The landscape is essentially flat and there are no trees or hedgerows. The site excludes the site of Grapnells Farm buildings and cottages which are located on higher ground on entry to the island but concerns the remainder of land currently farmed beyond the farm buildings.
- 3.9 The land is currently in use for agriculture and there is no built infrastructure. The land surface lies about 2.5m lower than the coastal marshes which surround it on the outside of the existing sea wall defences. The surrounding coastal defences are just over 3m higher than the land itself.

Relevant Planning History

- 3.10 Members will recall that the northern part of the island has been the subject of applications which approved the managed realignment of the southern bank of the River Crouch as part of improvements to sea defences approved under application 01/00896/FUL on 6 February 2002 but also as part of mitigation to lost habitat at developments at the Harwich and Medway Ports and as approved on 21 February 2005 under application 04/00976/FUL. These schemes have been constructed and the sea wall breached with the habitat formed and publicly accessible.

ADDENDUM TO SCHEDULE ITEM 3

- 3.11 It is intended that the current proposal will be ecologically integrated with this existing scheme.

The Application Details

- 3.12 The development would provide 677 ha of Coastal Nature Reserve to include the creation of 133 ha of mudflat and 276ha of saltmarsh, 53ha of saline lagoons, 11ha of brackish marsh, 160ha of grassland including coastal grazing marsh and seawall; 15ha of rotational arable fields termed 'wild bird cover' would also be created. This provision would contribute to UK Biodiversity Action Plan targets for the creation of coastal habitats.
- 3.13 The RSPB propose to create the habitat by importing 7.5 million cubic metres of material, 6 million cubic metres of which would be sourced from the proposed London Crossrail project and shipped along the estuary on a 24 hour day, 7 days a week basis dependant upon tides and progress with the Crossrail project.

Construction

- 3.14 Materials, brought to the site by ship/barge, would comprise 40% London Clay, 15% Chalk, 22% Lambeth group (relict estuarine mixed sediments and marine deposits), with sands, gravels and inert tunnel construction materials making up the remainder, together with piling and diaphragm wall arisings as well as material from other London based tunnelling projects. The applicant also expects to include marine dredgings from the London Gateway Port development. This additional material would also be brought to the site by barge/ship and delivered alongside Crossrail material.
- 3.15 The material would be unloaded at a purpose built temporary floating or fixed unloading facility on the north shore of Wallasea Island to the west of Ringwood Point. This would comprise a jetty type structure with a berth 250m long and 25m wide capable of docking two barges/ships at any one time. The majority of the material would be dry and would be loaded onto a conveyor by mechanical crane and transported by the conveyor to be directly placed on the worked area or on a temporary storage area landward of the existing sea wall. Wet chalk and dredge arisings would be pumped onto the site using pipelines and then dewatered in basins surrounded by low bunds.
- 3.16 To facilitate unloading of the material, an intertidal channel (0.8ha) within the recently completed adjoining Defra realignment site will need to be temporarily infilled in order to create a stable platform over which to gain access to the unloading facility. The baseline topography would be reinstated upon completion of the project.

ADDENDUM TO SCHEDULE ITEM 3

- 3.17 The material would be used to raise land levels and reform the landscape on the island and reinforce sea walls. These on site works would be undertaken by bulldozer and dump trucks with the use of heavy rollers for compaction.
- 3.18 At night, the material would not be taken further than the temporary storage location. The project is planned to commence in 2010 and would be completed by 2019 at the latest and 2016 at the earliest.

Layout

- 3.19 The site would create three activity zones further divided between five cells forming different habitat types.
- 3.20 A discovery zone would exist to the western part of the development within which most of the visitor facilities would be provided. This zone would provide two car parks with the larger for 100 cars and 2 coaches, barbeque and picnic areas, the majority of hides and mobility impaired access. A smaller car park would provide for 10 car parking spaces at the proposed dog walking area. A future visitor centre is stated as a long term aspiration but does not feature as part of this current application.
- 3.21 An adventure zone would allow for greater exploration and longer walks. Lastly a wilderness zone at the eastern end of the island for deeper and more remote escape. The site would be linked by cycle paths and footpaths connecting viewing platforms on the bund tops to all parts of the site.
- 3.22 The five cells would be separated by raised internal bunds. The average height increase of the landform across the cells 1-4 would be 1.4m with a range from 4m above existing levels to excavations 1m below.
- 3.23 Cells 1, 2 and 4 would be located to the eastern and southern parts of the island and subject to tidal inundation through two breaches of the existing sea defences on the eastern side of the island and four breaches along the southern sea wall defences. Cell 3 would be centrally located south of the existing realignment and would be subject to a Regulated Tidal Exchange structure into the internal bund to allow more control over tidal inundation. This would allow the development of a varied environment of saline and brackish habitats within Cell 3.
- 3.24 Cell 5 would be located at the western end of the site and would contain mitigation habitats and visitor access facilities (these facilities do not form part of this application). Cell 5 would also include a dedicated dog walking area.
- 3.25 The project would provide a new sea wall running north to south towards the western end of the application area between the tidal inundation Cells 1-4 and the mitigation area cell 5.

ADDENDUM TO SCHEDULE ITEM 3

- 3.26 The site entrance would be gated to allow for closure to the public in the event of storm surges or outbreaks such as H5N1 'Bird Flu'.
- 3.27 The application is also accompanied by an Environmental Statement addressing the more detailed aspects and considerations of the scheme.

MATERIAL CONSIDERATIONS

- 3.28 The proposal would provide an ecological habitat that would enhance the environmental wealth and natural resources of the district for the enjoyment of future generations in accordance with Local Plan policies CS1 and CS2. The remoteness of the site would, however, see the need for visitors to travel to the site contrary to Policy CS3. Policy URV2 in the preferred options Rochford Core Strategy positively supports the Wallasea Wild Coast Project.

Metropolitan Green Belt Considerations

- 3.29 The proposal would essentially keep the land open and in a more semi-natural state as opposed to the commercial farmland appearance of the site currently. Essential small scale facilities for outdoor sport and recreation are permitted within the scope of current Green Belt policy. Given the scale of the development proposed the hides, viewing platforms and furniture associated with the picnic area, together with the car parks to give public access and benefit, can be considered such small scale facilities and compliant with Policy R1 to the Council's adopted Local Plan (2006). The proposed visitor centre is not part of the current application and does not fall for consideration at this time.

Coastal Protection Belt

- 3.30 The proposal would enhance the open and undeveloped aspects of the coastline as well as enhancing wildlife features. Despite some ancillary built forms such as the viewing platforms and hides, it is not considered that this proposal would conflict with Policy NR10.

Special Landscape Area

- 3.31 The site is within the Crouch/Roach marshes special landscape area. The proposal will no doubt restore (albeit man made) former marsh character and landscape as a preferable alternative to the commercially farmed landscape that currently exists. The proposal does not therefore present any conflict with this special designation and would accord with the purposes of Policy NR1.

ADDENDUM TO SCHEDULE ITEM 3

Tourism Considerations

- 3.32 Policy LT1 to the Council's adopted Local Plan (2006) generally encourages tourism provided the biodiversity and character of the area (including scale, design and intensity of proposal) would not adversely affect the character of the area. The development would be large in scale but rather than conflict with the policy would serve to greatly enhance the biodiversity and character of the area.
- 3.33 Policy LT17 encourages the provision of tourism attractions within the district, tourism and where access would be possible by a choice of transport. Vehicular access to the site is safe and nature conservation interests will be enhanced and existing wildlife such as Voles and Brown Hares mitigated. The remote nature of the proposal favouring access by vehicle and the car is an exceptional circumstance in this case. Given the scale and nature of the proposal it is considered that no material objection can be raised against the proposal with regard to Policy LT17 to the Council's adopted Local Plan (2006).

Flooding Considerations

- 3.34 The application details state that the Environment Agency has made a judgment that the existing sea walls will not be maintained. The site is therefore at risk from unmanaged flooding, which would draw in around 11 million cubic metres of sea water on each tide.
- 3.35 Policy NR11 generally advocates that no new built work or development will be permitted within the floodplains unless exceptionally. In this case the stance of Policy NR11 is essentially irrelevant as the development will seek to improve the risk against flooding, particularly the adverse effects upon ecology of a breach in the existing defences. This proposal would not present any conflict with Policy NR11.

Ecological Considerations

- 3.36 The prime location for shellfish activities covered by the 1992 River Oyster Fishery Order Roach Estuary are therefore at risk from unmanaged flooding. The volume of water allowed into the remaining area would be much less than for an unmanaged breach event because the land would be at a higher level. It is argued that this effect will avoid adverse environmental effects associated with a non-intervention approach.
- 3.37 The accompanying Environmental Statement acknowledges that the flooding of the land will involve the loss of some important plant species and invertebrate communities on the sea wall and in the borrow dyke. These are of national value but occur widely locally.

ADDENDUM TO SCHEDULE ITEM 3

- 3.38 The impact will be offset by the temporary nature of some of the losses and mitigation measures proposed and are considered negligible and as the scheme will prevent the likely occurrence of a natural breach, the scheme is considered beneficial in ecological terms. The creation of new habitats and the minimal impact of visitors is considered to have major beneficial impacts for shorebirds.
- 3.39 The proposal would encourage biodiversity in accordance with Policy NR4 and is not understood to adversely affect nationally important considerations such as to conflict with Policy NR5.
- 3.40 Policy NR13 clearly states that the Council will support the creation of intertidal habitats where there is clear public benefit which outweighs the loss of agricultural and other land.
- 3.41 The site is classified as Grade 3 in the agricultural land classification which overall places the land in a moderate class of agricultural potential with some limitations to versatility. The site has been farmed for many years commercially and is a self contained farming unit with large uniform shaped fields, generally flat.
- 3.42 The application particulars present a case concerning difficulty, given the engineering of the topsoil and scraping of the surface to fill hollows and difficulty with regard to drainage, particularly intrusion of saline waters. It is argued there is a need for considerable investment in the drainage of the land under cultivation and some 7 km of failing sea wall defence. The argument is made that it is no longer economic to continue to farm this land as previously. Without investment the site would be at risk from a breach of the sea defences and the loss of the land and environmental consequences associated with such an unmanaged breach. Given these circumstances and the potential risk to the site as a whole it is considered the wider benefits outweigh the loss of this large area of reasonably productive farmland.

Highway Considerations

- 3.43 Vehicular access to the site would be predominantly by way of the existing road network. Other alternatives such as ferry and cycling have also been taken into account. No bus service extends to the Island.

ADDENDUM TO SCHEDULE ITEM 3

- 3.44 In modelling the traffic demand, the applicants have considered 100,000 and 50,000 visitors per year scenarios and made comparisons to existing demand at three other reserves, though accepting there is no existing close comparison due to the scale of this particular development. For the worst case April Monday weekday scenario peak the road traffic (car) predicted is estimated at 165 vehicles expected at the reserve (55 vehicles in the lesser scenario). For the worst case Sunday scenario 287 vehicles might be expected (143 in the lesser scenario). This impact has been assessed by the applicants to be negligible upon the road network and that the movement of construction plant to the site similarly negligible against the movement of agricultural crop or machinery to and from the existing farm, particularly as construction equipment would spend long periods at the site between infrequent movements. This assessment is stated to have been agreed with Essex County Highway officers.

Socio Economic Considerations

- 3.45 The applicants have undertaken an 'Economic Benefits Study' to better understand the implications of the proposal and which was undertaken on behalf of the East of England Development Agency. The study is stated to conclude that the development would bring about cost savings as well as safeguarding jobs.
- 3.46 Over a ten year period (recognising that unmanaged flooding is unpredictable) a cost saving of:-
- £650,000 for coastal defence infrastructure on the island.
 - £5-10m for adverse impacts to coastal defence infrastructure from an unmanaged breach.
 - Potential costs for the loss of built assets on Wallasea worth £3.1m under moderate flood event scenarios.
- 3.47 The study concludes that the scheme would create 16 to 21 full time equivalent jobs and around 110 jobs would be safeguarded in areas such as the Oyster Fishery on the estuary and the transport and marina businesses that use the dock facility on the west coast of Wallasea.
- 3.48 The longer term potential of the project to create jobs was estimated at between 10-20 full time equivalent jobs over years 10-20 of the project with 110 full time equivalent jobs being safeguarded. It is further expected that the project could continue to support jobs through the development of visitor facilities.

ADDENDUM TO SCHEDULE ITEM 3

- 3.49 In addition to the employment impacts the applicants state the supporting study notes that the project will have other less tangible benefits; by maintaining and managing coastal processes it will produce benefits from ecosystem services, in particular fisheries productivity and carbon sequestration valued at £1.7m over the next 50 years.

RECOMMENDATION

- 3.50 It is recommended that the Committee resolves to advise the Head of Environmental Planning at Essex County Council that this Council **SUPPORTS THE PROPOSAL.**



Shaun Scrutton
Head of Planning and Transportation

For further information please contact Mike Stranks on (01702) 318092.



Date	By	Size	Version
Oct 08	RJR	A3	1
Projection	OSGB 1936		
Scale	1:15,000		
QA	DD		

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**Proposed Design for the
Wallasea Island
Wild Coast Project**

Figure 5