

19/00566/REM

**LAND EAST OF RUGBY CLUB, AVIATION WAY,
ROCHFORD**

**DETAILS OF RESERVED MATTERS (ACCESS,
APPEARANCE, LANDSCAPING, LAYOUT AND SCALE)
PURSUANT TO OUTLINE PLANNING PERMISSION
REFERENCE 15/00781/OUT DATED 31/10/2016 RELATING
TO PART OF THE AIRPORT BUSINESS PARK SOUTHEND
MASTERPLAN. THE DEVELOPMENT WILL COMPRISE
OFFICE AND LIGHT INDUSTRIAL (USE CLASS B1),
ANCILLARY CAFÉ FACILITIES, LANDSCAPING AND CAR
PARKING FACILITIES**

APPLICANT: SOUTHEND-ON-SEA BOROUGH COUNCIL

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

PARISH: ROCHFORD PARISH COUNCIL

WARD: ROCHE SOUTH

1 RECOMMENDATION

1.1 It is proposed that the Committee **RESOLVES** that planning permission be approved, subject to the following conditions:-

(1) The development to which this permission relates must be begun no later than whichever is later of the following:

(a) within five years of the date of the grant of outline permission; or

(b) the development to which this permission relates must be begun no later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

REASON: To meet the requirements of Section 92 of the Town and Country Planning Act 1990.

- (2) The development hereby permitted shall be carried out in accordance with the following approved plans and documents:
- TP-TLP-BDP-ZZ-00-DR-A-PM_60_10-0001 rev P02 Location Plan
 - TP-TLP-BDP-ZZ-00-DR-A-PM_60_10-0002 rev P01 Masterplan Infrastructure and Proposal
 - TP-TLP-BDP-ZZ-00-DR-A-PM_60_10-0003 rev P03 Site Plan
 - TP-TLP-BDP-ZZ-00-DR-A-Zz_70_60-0001 rev P02 GA Plan Ground Floor
 - TP-TLP-BDP-ZZ-01-DR-A-Zz_70_60-0001 rev P02 GA Plan First Floor
 - TP-TLP-BDP-ZZ-02-DR-A-Zz_70_60-0001 rev P02 GA Plan Second Floor
 - TP-TLP-BDP-ZZ-XX-DR-A-Ss_25_30_20-0001 rev P01 West Entrance
 - TP-TLP-BDP-ZZ-XX-DR-A-Ss_25_30_20-0002 rev P01 East Entrance
 - TP-TLP-BDP-ZZ-XX-DR-A-Zz_70_20-0001 rev P02 Typical Façade Bay Detail
 - TP-TLP-BDP-ZZ-XX-DR-A-Zz_70_30-0001 rev P02 GA Elevation North
 - TP-TLP-BDP-ZZ-XX-DR-A-Zz_70_30-0002 rev P02 GA Elevation West
 - TP-TLP-BDP-ZZ-XX-DR-A-Zz_70_30-0004 rev P02 GA Elevations East
 - TP-TLP-BDP-ZZ-R1-DR-A-Zz_70_60-0001 rev P02 GA Plan Roof Level
 - TP-TLP-BDP-ZZ-XX-DR-A-Zz_70_80-0001 rev P02 GA Sections
 - TP-TLP-BDP-ZZ-XX-DR-A-Zz_70_80-0002 rev P02 GA Sections
 - TP-TLP-BDP-ZZ-XX-DR-A-Zz_70_90-0001 rev P02 GA Visual 01
 - TP-TLP-BDP-ZZ-XX-DR-A-Zz_70_90-0002 rev P02 GA Visual 02
 - TP-TLP-BDP-ZZ-XX-DR-A-Zz_70_90-0003 rev P02 GA Visual 03
 - TP-TLP-BDP-ZZ-XX-DR-A-Zz_70_90-0004 rev P02 GA Visual 04
 - TP-TLP-BDP-ZZ-XX-DR-A-Zz_70_90-0005 rev P02 GA Visual 05
 - TP-TLP-BDP-ZZ-XX-DR-A-Zz_70_90-0006 rev P01 CGI 1
 - TP-TLP-BDP-ZZ-XX-DR-A-Zz_70_90-0007 rev P01 CGI 2
 - TLP-BDP-ZZ-00-DR-L-En_32_35_36-0001 REV P02 GA Plan (Hard Landscaping)
 - TLP-BDP-ZZ-00-DR-L-En_32_35_80-0001 REV P02 GA Plan (Soft Landscaping)
 - TLP-BDP-ZZ-ZZ-DR-L-PM_60_10-0001 REV P02 Masterplan
 - TP-TLP-BDP-ZZ-00-DR-A-PM_60_10-0004 rev P01 Existing Site Survey
 - TP-TLP-BDP-ZZ-XX-DR-A-Zz_70_80-0001 rev P02 GA Sections
 - TP-TLP-BDP-ZZ-XX-DR-A-Zz_70_80-0002 rev P02 GA Sections

REASON: To ensure that the development is carried out in accordance with the details as approved.

- (3) No development shall take place until details of the external finishing materials have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in

accordance with the approved details and be retained as such in perpetuity.

REASON: To ensure the external appearance of the development is appropriate to the locality in accordance with the approved Design Code.

- (4) Prior to occupation of the development hereby approved, tree pit details of both hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. Subsequently the development shall only be undertaken in full accordance with the approved scheme.

REASON: To ensure suitable soil volumes are met and to demonstrate how trees in hard landscaping address tree grills and finishes in the interest of visual amenity in accordance with the approved Landscaping Code.

- (5) Prior to occupation of the development hereby approved, a detailed planting plan shall be submitted to and approved in writing by the Local Planning Authority. Subsequently the development shall only be undertaken in full accordance with the approved scheme. If within a period of five years from the completion of development any plants die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written consent to any variation.

REASON: To protect visual amenity and the character of the area and to ensure a satisfactory environment having regard to the adopted Landscape Code.

- (6) A landscape management plan, including long term design objectives, continued management responsibilities and maintenance schedules for all landscape areas, other than small privately owned, domestic gardens or areas to be adopted by the Local Highway Authority, shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the building hereby permitted and the landscape management shall be carried out in accordance with the approved plan over the period specified.

REASON: To protect visual amenity and the character of the area and to ensure a satisfactory environment having regard to the adopted Landscape Code.

Informative

- (1) An Advertisement consent is required for the signage shown on plan no. TP- TLP-BDP-ZZ-XX-DR-A-Zz_70_90-0006 rev P01 CGI 1.

2 PLANNING APPLICATION DETAILS

- 2.1 This application is brought to the Development Committee for determination as it represents a major planning application.

- 2.2 On 31 October 2016 outline planning permission (15/00781/OUT - hereafter the 'OPP') was granted for:

Outline Application With All Matters Reserved Apart From Access To The Site Off Cherry Orchard Way To Create A Business Park To Comprise Use Classes B1 (Business), B2 (General Industrial) And Ancillary Uses To Include A1 (Retail), A3 (Restaurants/Cafés), A4 (Drinking Establishments), C1 (Hotel), D1 (Non-Residential Institutions), D2 (Assembly And Leisure) And B8 (Storage And Distribution). Provide Hard and Soft Landscaping and Demolition of Existing Rugby Club and Associated Works.

- 2.3 Whilst the application was in outline, details of the access arrangements were submitted and approved at that stage. The OPP was subject to a number of planning conditions and a Section 106 agreement. The planning conditions include requirements to submit details relating to various elements of the development before the commencement of any works on site. The key condition, which is common to all outline consents, is condition 1 which states that:-

No development shall commence, save for construction of that section of the spine road as shown on Drawing Number 0688 A _2103 Rev C, until plans and particulars showing precise details of the layout, scale, design, external appearance, access (save for vehicular access to the site as shown on the approved plan Drawing Number 0688 A _2103 Rev C) and landscaping of the site, (herein after called the "Reserved Matters"), have been submitted to and approved in writing by the Local Planning Authority. All development at the site shall be carried out in accordance with the Reserved Matters details approved.

- 2.4 The significance of this condition is that before any phase of the development can commence the reserved matters referred to in the condition must be approved by the Local Planning Authority. "Reserved matters" are defined as any matters relating to access, appearance, landscaping, layout and scale "in respect of which details have not been given in the application" for an outline planning permission.

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- 2.5 Details of the main access arrangements off Cherry Orchard Way into the site were approved at the outline stage and do not therefore have to be considered again as part of the assessment of the subsequent reserved matters applications for the later phases of the development.
- 2.6 A new roundabout within Cherry Orchard Way has been constructed to the north-west of the site, together with a roundabout within the site and spine road linking to the entrance to the approved Westcliff Rugby Club.
- 2.7 Consequently, a Reserved Matters application was approved on 24 September 2018 to lay out a looped spine road and green corridors (18/00411/REM) to serve the site.
- 2.8 The OPP also included the re-provision of an existing rugby club and pitches. This is under construction and exists in the north-eastern area of the site. The Rugby Club is due to open at the end of September 2019.
- 2.9 Subsequently, a reserved matters application was approved on 23 November 2018 to consider details in connection with a proposed employment unit for B1/B2 (Business/General Industrial) use including details of access, layout, appearance, scale and landscaping. This relates to the Ipeco building in the south eastern corner of the business park.
- 2.10 The OPP was supported by a number of parameter plans, Design Code and Landscape Code which set out the key design principles to be followed throughout all phases of the development. These parameter plans and codes were approved by the Development Committee as part of the OPP and are secured by planning conditions 18 and 19 forming part of the OPP decision. The reserved matters application for the Launchpad has been prepared in full accordance with these parameter plans.

Site Description

- 2.11 The site is a parcel of land located to the south of the access road that serves the business park site which was granted OPP under reference 15/00781/OUT. The entire site is situated north of Aviation Way Industrial Estate and south of the new rugby club, which is being relocated to enable the wider development proposals approved by the OPP to be delivered.
- 2.12 The site is broadly rectangular in shape being 124 metres in length and 83 metres in width. The site will be accessed from the west via the spine road which was the subject of approval under the separate reserved matters application recently considered (18/00411/REM) by the Development Committee. The land immediately north, east, south and west of the site is undeveloped land associated with the Airport Business Park which benefits from OPP. A parcel of land in the south-eastern corner is currently under construction as it is subject to a separate reserved matters application (18/00584/REM) for an employment unit comprising office and manufacturing floor space, a service yard and car parking for Ipeco. The Cherry Orchard

Grade II Listed Building is situated in the south-western direction, screened by existing vegetation.

- 2.13 The site will deliver the second phase of built development as conceived by the Joint Area Action Plan (JAAP), which cites B1(Office) as the predominant use within the site to deliver economic growth in alignment with the policy approach to the development of the airport and the employment land within the JAAP area.

Proposal

- 2.14 This reserved matter application seeks consent for a three storey, rectangular shaped building. The proposed development would create a total internal floor area of 3,236m² to comprise a mix of office and light industrial (class B1) and ancillary café facilities (class A3) and lay out landscaping and car parking.
- 2.15 The proposed office and light industrial floor space includes a mix of offices, workshops and research facilities. It also proposes break out spaces, seminar spaces and 139m² of ancillary café space.
- 2.16 A vehicular access would be formed along the western boundary. A linear access road would be formed travelling in the eastern direction towards a rectangular car parking area which runs parallel to the eastern flank boundary. 106 car parking spaces would be laid out, together with six disabled parking bays. Inclusive of these, the development provides six electric vehicle parking bays suitable for both two and four wheel vehicles. 34 cycle parking spaces are provided on the ground floor of the launchpad building and 18 external cycle spaces are provided to the west of the building for visitors.
- 2.17 The landscape design for the site comprises a paved plaza fronting the proposed building along the western boundary of the site. Bordered with semi-mature trees, a flexible grass meadow space along the mid to lower western and along the southern boundary of the site. An informal area of semi-mature native trees and hard standing forming car parking area is provided along the east boundary of the site. The extensive hard standing area would be softened by the inclusion of trees and under storey shrub planting.

Relevant Planning History

- 2.18 15/00781/OUT – APPROVED - Outline Application With All Matters Reserved Apart From Access To The Site Off Cherry Orchard Way To Create A Business Park To Comprise Use Classes B1 (Business), B2 (General Industrial) And Ancillary Uses To Include A1 (Retail), A3 (Restaurants/Cafés), A4 (Drinking Establishments), C1 (Hotel), D1 (Non-Residential Institutions), D2 (Assembly And Leisure) And B8 (Storage And Distribution). Provide Hard and Soft Landscaping and Demolition of Existing Rugby Club and Associated Works.

- 2.19 16/01110/DOC – DISCHARGED - Submission of Details Pursuant to Conditions 7, 11, 15, 22, 23 And 27 Of Outline Planning Permission to Create A Business Park To Comprise Use Classes B1 (Business), B2 (General Industrial) And Ancillary Uses Reference 15/00781/OUT.
- 2.20 17/00192/DOC – PCO - Application to discharge condition no 22 (mitigation of construction run off) to permission granted on 31 October 2016 for Business Park under application reference 15/00781/OUT
- 2.21 18/00411/REM – APPROVED - Reserved Matters Application for Phase 2 Infrastructure Works Comprising a Spine Road and Associated Infrastructure Including the Creation of Green Corridors Pursuant to Creating Access to all Parts of the Business Park Following Approval of Application Reference 15/00781/OUT
- 2.22 18/00584/REM – APPROVED – Reserved matters application (following outline permission reference 15/00781/OUT) to consider details in connection with a proposed employment unit for B1/B2 (Business/General Industrial) use including details of access, layout, appearance, scale and landscaping.
- 2.23 19/00082/NMA – PCO - Application for Non-Material Amendments to Planning Consent Reference 18/00584/REM to; Make Changes to Elevations and to Amend Conditions 2, 4, 5 and 8 to require that the Development be Constructed with this NMA Application in Respect of Landscaping, Parking Provision for Powered Two-Wheeled Vehicles, Materials for Use in External Construction and Details of Outbuildings Respectively.
- 2.24 19/00171/DOC – PCO - Discharge of Condition Nos. 2 and 6 of Application Reference 18/00411/REM - Reserved Matters Application for Phase 2 Infrastructure Works Comprising a Spine Road and Associated Infrastructure Including the Creation of Green Corridors Pursuant to Creating Access to all Parts of the Business Park Following Approval of Application Reference 15/00781/OUT
- 2.25 19/00254/DOC – PCO - Discharge of Condition No. 24 (Archaeology) of 15/00781/OUT
- 2.26 19/00255/DOC – PCO - Discharge of Condition No. 5 (Archaeology) of 18/00411/REM
- 2.27 19/00256/DOC – PCO - Discharge of Condition No. 3 (Archaeology) of 18/00584/REM
- 2.28 19/00282/FUL – PCO - Installation of temporary site buildings for the provision of a training centre.

3 MATERIAL PLANNING CONSIDERATIONS

Principle of Development

- 3.1 The principle of development for a business park to comprise use classes B1 (Business), B2 (General Industrial) and ancillary uses classes A1 (Retail), A3 (Restaurants/Cafés), A4 (Drinking Establishments), C1 (Hotel), D1 (Non-Residential Institutions), D2 (Assembly and Leisure) and B8 (Storage And Distribution) at this site has already been established by the OPP 15/00781/OUT. Specific matters including the location of the spine road and the green corridors have already been approved by the separate Reserved Matters application reference 18/00411/REM, which provides the basis for access and circulation within the site, and provides an understanding as to how phased development, subject to a number of separate Reserved Matters applications may now come forward. Other considerations, including issues such as flood risk, drainage and ecology, were dealt with at the outline stage and subject to planning conditions on the OPP. The requirement for all subsequent development coming forward to achieve a 'Very Good' BREEAM rating has also been specified by the outline planning consent.
- 3.2 Policy E3 of the JAAP allocates land, including the application site, for development of a new business park.
- 3.3 This application is considered in light of the overall masterplan conceived for the site, as originally set out by the outline planning permission. This has been amended by the 18/00411/REM application, which now indicates the central 'green ribbon' which previously formed a continuous line across the site as following a different line veering north. This current application does not affect that revised green corridor.
- 3.4 The key matters for determination in this application are as follows: -
- (a) The acceptability of the proposed use and quantum of development (in accordance with the outline planning permission); and
 - (b) The acceptability of the proposed access, layout, appearance, scale and landscaping of the site.

Acceptability of the Proposed Use and Quantum

- 3.5 The OPP granted consent for a business park to comprise use classes B1 (business), B2 (general industrial) and ancillary uses to include A1 (retail), A3 (restaurants/cafés), A4 (drinking establishments), C1 (hotel), D1 (non-residential institutions), D2 (assembly and leisure) and B8 (storage and distribution). Provide hard and soft landscaping and demolition of existing rugby club and associated works.
- 3.6 A number of policies within Rochford's Development Plan support employment growth within the District. Policy ED1 of the Core Strategy seeks

to encourage development which enables the economy to diversify and modernise through creation of new enterprises, providing high value employment. Policy ED4 of the Core Strategy further allocates the wider Airport Business Park for a significant share of the district's employment land allocation.

- 3.7 Policy DM32 of the Development Management Plan states that development of new employment should predominantly comprise B1 office and B2 general industrial employment uses. It further seeks that employment development be of a high quality and incorporate safe and inclusive design.
- 3.8 Policy E3 of the Joint Area Action Plan (JAAP) further allocates the application site and surrounding area as appropriate for a business park and related employment uses. The policy required a minimum of 79,000m² floor space, which the OPP exceeded in identifying land for a total of 86,900m².
- 3.9 Condition 14 of the OPP consent sets out land use and the exact quantum of minimum floor space and states the following:
- “Class B1 shall be the principal use on the site. As such the following uses shall not exceed the total gross (with the exception of A1 which would be net) internal floor space stated, unless otherwise agreed in writing by the Local Planning Authority;
- i. Class B2 uses at the site shall not exceed 32,250 square metres
 - ii. A1 (retail) uses shall be limited to small scale convenience retail to a maximum total gross internal floor space of 1000 square metres.
 - iii. Use Class C1 / D1 shall not exceed 4896 square metres.
 - iv. Uses within Use Classes A3, A4, D1 and B8 uses at the site shall cumulatively not exceed 7078 square metres and individually each of these proposed uses (save for any C1 use) shall not exceed a total gross internal floor space of 1000 square metres.”
- 3.10 The proposed development is the second development to come forward within the OPP site and represents a total of 3,236m² (GIA) B1 office and light industrial, including an ancillary café use of 139m².
- 3.11 Therefore, the proposed land use and quantum of development is considered to be appropriate as it aligns with the principles of the OPP and in accordance with the JAAP.

Access

- 3.12 Paragraph 108 to 110 at section 9 – Promoting Sustainable Transport of the National Planning Policy Framework (NPPF) should be considered. The NPPF promotes sustainable forms of transport and confirms that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

3.13 More specifically, paragraph 110 states the following:

“Applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

3.14 Access to the overall site and the primary circular road have already been established by the OPP and subsequent reserved matters application and are not for further consideration as part of this reserved matters application.

3.15 This application relates to a parcel of land within the overall Airport Business Park and consideration has to be given to how this site would be accessed. A vehicular access would be formed along the lower western flank boundary to allow vehicles to ingress and egress the site. A linear access road travelling in an easterly direction would lead to a rectangular car parking area. The access would measure 7m wide connecting to the Airport Business Park highway network. The access and its roadway within the site is considered wide enough to allow for two vehicles to pass at any one time and wide enough to allow for refuse vehicles, emergency vehicles and delivery vans to use the site in a safe manner without causing any obstruction upon pedestrians and other road users. The access and its roadway width are considered acceptable and is not considered to cause any undue harm upon highway safety. Pedestrian and cycle routes have been incorporated throughout the site and are segregated from the main access and roadway into the site.

3.16 Policy T1 of the Core Strategy requires development to be located and designed to reduce reliance on private cars. Policy T3 of the Core Strategy requires development to be well related to public transport or accessible by means other than private car, and policy T6 of the Core Strategy seeks to ensure a safe pedestrian and cyclist environment is provided. DM31 of the Development Management Plan requires that new developments provide safe and efficient movement of people and goods. Policy T5 of the JAAP states

that development is required to contribute to new walking and cycling infrastructure.

- 3.17 Policy T8 of the Core Strategy and DM30 of the Development Management Plan confirms that the Council, for all new development, will apply maximum parking standards for trip destination contained within the adopted Parking Standards Design and Good Practice SPD.
- 3.18 The Parking Standards for B1 use require as a maximum, one vehicle space per 30m². Cycle and disabled spaces are considered as a minimum but are based on the maximum number of vehicle spaces proposed. One cycle space per 100m² plus one space per 200m² for visitors and for disabled parking, 200 vehicles bays or less should equate to two bays or 5% of total capacity, whichever is greater.
- 3.19 Based on the floor space being created by this development, 107 parking space should be provided; however, this is a maximum requirement not a minimum. 49 cycle spaces should be provided.
- 3.20 A total of 102 parking spaces plus six disabled parking bays, which is 5% of total capacity proposed, are provided within the site. Seven electric vehicle parking bays suitable for both two and four wheel vehicles are included. Six separate motorcycle spaces are also being provided. The proposed vehicle parking spaces proposed are considered in accordance with the adopted Parking Standards.
- 3.21 A total of 34 cycle parking spaces are provided on the ground floor of the Launchpad building, and 18 external cycle spaces are provided to the west of the building, for visitors; this is in excess of the Parking Standards.
- 3.22 As such, the proposed access and car parking meet policies contained within the Core Strategy and the Development Management Plan and the adopted Parking Standards and the NPPF.

Appearance

- 3.22 The proposed building has an angled rectangular footprint. The building comprises of two blocks (southern block and northern block) that are joined by a glazed central area. A contemporary and simplistic aesthetic design approach has been applied to the proposed building with large amounts of glazing surrounded by metal cladding to the façades.
- 3.23 The north elevation which fronts the primary access road maximises active frontage with glazing to meeting rooms at ground floor. At first and second floors, light grey metallic PPC aluminium panels are punctuated with a strip window arrangement that incorporates turquoise coloured fitted glass spandrel panels and opening windows.

- 3.24 The eastern façade incorporates a brick base, with doors to cellular spaces at ground floor. At first and second floors, to the southern block, are dark grey metallic aluminium panels with light grey metallic aluminium panels to the northern block, in both cases punctuated with a strip window arrangement that incorporates turquoise coloured fitted glass spandrel panels and opening windows. Floor to ceiling windows are proposed to the circulation staircase. A glazed canopy is incorporated on this elevation to illustrate the eastern entrance and northern floor plate that tapers to single storey. It is considered that this completes the parallelogram form of the building.
- 3.25 The south elevation faces towards the informal meadow and car parking area. It incorporates a brick base, with picture windows (with internal roller shutters) to each workshop unit at ground floor. At first and second floors, to the southern block are dark grey metallic aluminium panels punctuated with a strip window arrangement that incorporates turquoise coloured fitted glass spandrel panels and opening windows.
- 3.26 The west elevation fronts the main approach into the Airport Business Park. Extensive capless glazing is proposed to the central area, meeting rooms and café, delivering a high quality of finish to the main entrance and central area. The detailing is mirrored on the eastern elevation. At first and second floors, to the northern block light grey metallic aluminium panels are punctuated with a strip window arrangement that incorporates turquoise coloured fitted glass spandrel panels and opening windows. The detailed louvred canopy that incorporates aerofoil profiles can be seen above the entrance area. To the southern block dark grey metallic aluminium panels and strip windows match the forms used in the northern block. Floor to ceiling windows are proposed to the circulation staircase. Stainless steel building signage can clearly be seen from the approach road creating visual detailing.
- 3.27 The external materials, other than glazing, would be light and dark grey metallic polyester power coated aluminium panels and blue engineering brick are applied to all elevations and powdered coated canopy to the east elevation. The building is flat roofed with a surrounding parapet pressing. Plant equipment would be enclosed at roof level with grey polyester power coated louvered panels.
- 3.28 The proposed appearance of the building is considered acceptable and accords with the approved Design Code, policy CP1 of the Core Strategy and the NPPF.

Landscaping

- 3.29 Local policy DM26 (Other Important Landscape Features) states that development proposals must give consideration to the landscape character of the area, whilst policy DM25 (Trees and Woodlands) seeks to conserve and enhance existing trees and woodlands, with particular reference to Ancient Woodland.

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- 3.30 The landscape design for the site comprises a paved plaza along the upper western boundary of the site fronting the proposed building. The site is bordered with semi-mature trees, a flexible grass meadow space is located centrally within the site but borders both the western and southern boundary with some informal semi-mature native trees and a car parking area provided along the eastern boundary of the site, which is softened by the inclusion of trees and understorey shrub planting.
- 3.31 The landscape and building arrangement respect the green corridor that runs north to south throughout the entire site; this borders the site to the east. A native species hedge is proposed along the eastern perimeter to frame the edge of the car park which ties into the landscape character of the green corridor.
- 3.32 The proposal shares the same landscape principle as the green corridor to include swathes of meadow planting within grassland. The landscape character of the southern end of the site is to blend the site perimeter into the same typology as the green corridor. Furthermore, the southern edge would have an irregular placement of native trees in varying sizes.
- 3.33 Planting towards the building frontages would have several borders of ornamental and semi-native shrub planting with semi mature tree planting. The car park would be softened with trees and under storey shrub planting with a 900mm high native hedgerow to the eastern perimeter against the backdrop of the green corridor. Surfacing materials around the building would consist of high-quality concrete block paving to areas that have occasional building overrun. A natural stone finish is proposed at entrances and the adjoining space to the main spine road, creating a high-quality threshold to the new building and surrounding public realm. All surfacing materials are proposed to be fit for purpose in terms of their technical performance, robustness and durability and specified to standards of materials and workmanship that allow easy maintenance and replacement, if any trees or scrubs were required to be replaced.
- 3.34 The landscape design proposed is considered to be in accordance with the approved Landscape Design Code. A Sustainable Drainage System (SuDS) would be implemented across the site, in accordance with approved surface water drainage details, to ensure that surface water run off is controlled on site. The car park will be porous asphalt and a swale is incorporated into the central lawn to help capture surface run off from the paving.
- 3.35 The landscaping design of the proposal therefore integrates high quality landscape finishes and generous areas of landscaping to support the users of the building with opportunities for recreation and socialising. The proposed landscaping respects and responds to the surrounding landscape character, whilst providing appropriate buffer edges, and therefore meets the requirements of the relevant policies including DM26 and DM25 and the approved Landscape Design Codes.

- 3.36 Currently the site's topography undulates between a high point of 12.6m on the north-western side down to 11.3m on the south-eastern edge within a distance of 111m. The eastern boundary of the site is defined by a prominent dense hedgerow embankment strip creating two distinctive levels with a height difference ranging from approximately 2m to the north and 1.3m to the south.
- 3.37 Proposed site levels accompany this application. These site levels illustrate there are no changes in existing site levels across the site once the development has been completed.

Layout

- 3.38 The building proposed has an angled rectangular footprint and is sited in the north-western corner of the site. The layout proposed would address the needs of access and visual connectivity from the main access off the Cherry Orchard Way (B1013) into the Airport Business Park. To maximise the landscaped amenity space within the site, access into the site is off the main spine road from the west towards the lower part of the site and car parking is arranged along the eastern boundary.
- 3.39 The layout of the building has been designed as a parallelogram, with a canopy to the west and east serving the primary entrances. The workshop units can be accessed off a secondary road from within the site and refuse/logistics to the building are dealt with to the eastern side of the building. Access would be gained into the building under a louvred canopy on the west elevations, and to the east, cyclists and car users can access the building. A central glazed area connects both the northern and southern blocks allowing access to facilities contained within the building. The café is positioned in the south-western corner of the building and would have glazed elevations fronting the spine road and the landscaped area creating active frontages. It is considered that the layout of the site and the building itself is considered acceptable and accords with the approved Design Code, policy CP1 of the Core Strategy and the NPPF.

Scale

- 3.40 The proposed building measures approximately 14m in height and would have three storeys. Plant would be provided in a louvred enclosure at roof level, set significantly back from the building edge.
- 3.41 A louvred cantilevered canopy would be sited on the western elevation, extending from the building at roof level and would be angled connecting the northern and southern blocks together. The canopy edge integrates a channel profile that continuously wraps around the building at roof level.
- 3.42 The massing of the building would be broken up as the building steps down to single storey in the north-eastern corner of the building.

- 3.43 The south-western corner of the building extends outwards at three storeys to align with the angled canopy extending from the north-western corner of the building which aids to frame the extensive glazed façade, completing the parallelogram form.
- 3.44 The proposed scale and massing of the building is considered acceptable and has been designed to accord with the approved Design Code, policy CP1 of the Core Strategy and the NPPF.

Sustainability

- 3.44 Policy ENV10 of the Core Strategy requires development to meet the BREEAM Excellent rating and policy ENV8 of the Core strategy requires all new development to provide at least 10% of their energy from decentralised and renewable or low-carbon sources, unless this is not feasible or viable. Furthermore, condition 13 imposed on the OPP 15/00781/OUT states the following: -
- 3.45 All buildings within the site shall achieve a BREEAM rating of 'excellent' unless this cannot be achieved for reasons of viability in which case details of the BREEAM rating that can be achieved, including details to demonstrate the viability case to demonstrate why the 'excellent' rating cannot be achieved, shall be submitted to and approved in writing by the Local Planning Authority. If an alternative BREEAM standard is approved for any building this shall be met.
- 3.46 The proposal has been designed to meet the BREEAM 'Excellent' rating achieving a score of 73.86%. A number of sustainability features have been developed into the design, including an optimised orientation for solar gain and daylighting, provision of SuDS, cycle parking and associated facilities; and appropriate landscaping measures to protect native species and habitats.
- 3.47 The proposal also includes air-source heat pumps which will provide space heating and cooling for the building. Through the heat pumps, the building should secure a minimum of 10% of its total energy demand from a 'low-carbon source'. It is estimated that of the maximum heating/cooling demand (210kW), at least 60% of this will be "free energy" gained through the heat pump refrigerant efficiencies, with the remainder being powered from the grid.
- 3.48 It is therefore considered that the proposed development meets the approved Design Code requirements for sustainability and aligns with condition 13 imposed on the OPP. Additionally, the proposed development is considered to be in accordance with policies ENV8 and ENV10 of the Core Strategy.

4 CONSULTATIONS AND REPRESENTATIONS

Place Services – Urban Design

- 4.1 From reviewing the submitted application it is clear there is a positive improvement to the approach and quality of both the built form and external landscape.
- 4.2 We support the variety of materials to the building elevation where the form and alignment for the southern elevations works successfully in creating a more dynamic landmark building. The use of fenestration and material breakdown works well. The canopy overhang is again supported as providing the prominence the front elevation requires.
- 4.3 It has been recognised that the access road has been realigned to the east of the site to ensure a more accessible landscape is provided. We still do have concerns around the intended use of the large area of lawn and it would be more reassuring to see purpose designed into this space. Concerns that the space will be used as an overflow car park or hold potential for future development need to be addressed in the application. It is considered that the use of native hedgerows to border this open landscape area is supported in providing a clear boundary.
- 4.4 The specification of 25-30cm girth trees is supported to ensure instant impact. We would consider a review of the Sorbus row of trees adjacent to the street is reviewed to allow for a species which is more prominent/larger and successful in contributing to large street scenes.
- 4.5 We would recommend the following conditions to ensure quality and delivery are upheld into the construction phase.
- Building Material condition – samples and specification
 - Signage details – Lighting, material and details of fixing
 - Tree pit details – both hard and soft landscaping. To ensure suitable soil volumes are met and how trees in hard landscaping address tree grills and finishes
 - Detailed planting plan – To address ornamental areas, native hedgerows and grass/meadow seed mixes.
 - Landscape Management Plan – Report to detail the proposed maintenance regime of all soft landscape areas, in particular to continued management of a successful meadow.
- 4.6 We support the application that has been submitted and recommend that the comments highlighted in this response are addressed.
- 4.7 Applicants' response to Urban Design comments below: -
- The revision of the Sorbus species of tree to an alternative species is acceptable and can be picked up in the next stage of the design. The

applicant would like to confirm that the intended use of the southern lawn remains to provide a landscaped amenity area which responds to the Landscape Design Code, as approved by the OPP. The combined edge treatment of raised kerbs with a hedgerow, wildflower planting and trees will prevent ad hoc car park over spill. The proposed conditions relating to building materials, signage, tree pit details, a planting plan and landscape management are considered suitable.

Place Services – Archaeological Advice

- 4.8 Archaeological investigation has been carried out on this site and is complete. Therefore, no further archaeological recommendation is being made on this application.

Essex County Council – SUDs

- 4.9 No objections raised on the granting of planning permission based on the following:

The submitted information for this phase is in line with the principles of the scheme; however, we recommend that the outline planning conditions remain in place.

London Southend Airport

- 4.10 No safeguarding objections.

Natural England

- 4.11 No objection - Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites.

Essex Police

- 4.12 Essex Police has been in discussion with the developers in relation to this development. We would welcome continuing the consultation with a view to discussing a secured by design commercial award.

5 EQUALITY AND DIVERSITY IMPLICATIONS

- 5.1 An Equality Impact Assessment has been completed and found there to be no impacts (either positive or negative) on protected groups as defined under the Equality Act 2010.

6 CONCLUSION

- 6.1 The requirements of the reserved matters condition are that the details of the access, appearance, layout, landscaping and scale for each phase of the

development be submitted for approval and that they should follow the design principles and parameters set out within the approved Design Code and Landscape code.

- 6.2 The report shows that in respect of these matters the details submitted for approval follow these requirements and are in accordance with the design principle and parameters set out in Design Code and Landscape Code approved at outline stage.
- 6.3 It is therefore recommended that the reserved matters application is approved, subject to appropriate planning conditions.



Marcus Hotten

Assistant Director, Place and Environment

Relevant Development Plan Policies and Proposals

National

National Planning Policy Framework (NPPF, 2019)

National Planning Policy Guidance (NPPG)

Local

London Southend & Environs Joint Area Action Plan (JAAP) E1, E3, E6, T1, T2, T3, T4, T5, T7, ENV5 and ENV7.

Rochford District Council Core Strategy - Policies CP1, T1, T3, T6, T7, ED1, ED2 and ED4

Rochford District Council Development Management Plan - Policies DM1, DM25, DM26 and DM31

Background Papers

None.

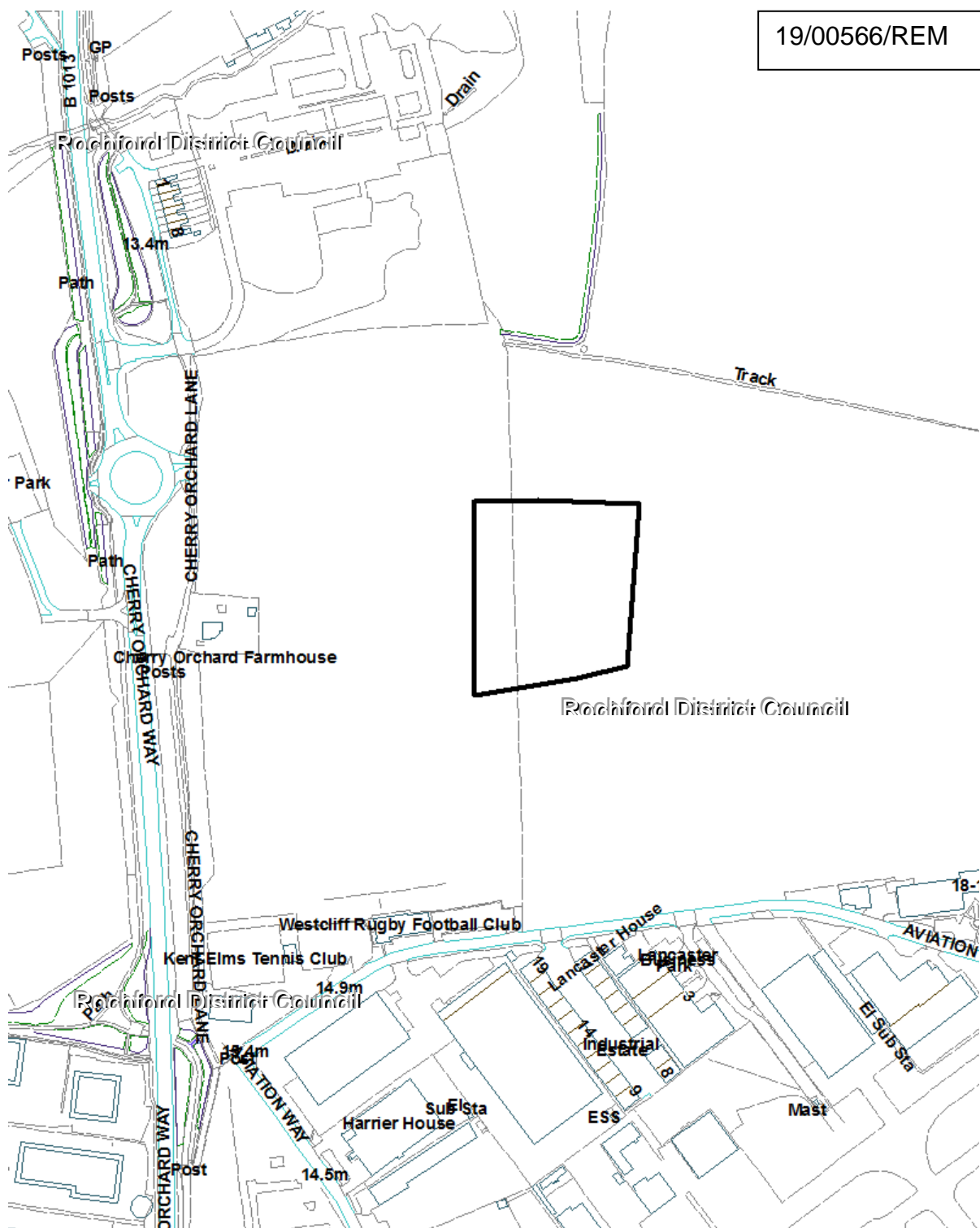
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