



Rochford District Council

**SCHEDULE OF PLANNING APPLICATIONS TO BE CONSIDERED BY
PLANNING SERVICES COMMITTEE 21st October 2004**

All planning applications are considered against the background of current Town and Country Planning legislation, rules, orders and circulars, and any development, structure and locals 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 Services, Acacia House, East Street, Rochford.

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

PLANNING SERVICES COMMITTEE - 21 OCTOBER 2004

Ward Members for Committee Items

DOWNHALL AND RAWRETH

Cllr C I Black

Cllr R A Oatham

HOCKLEY CENTRAL

Cllr K H Hudson

Cllr J Thomass

Cllr Mrs C A Weston

ROCHFORD

Cllr K J Gordon

Cllr Mrs S A Harper

Cllr Mrs M S Vince

PLANNING SERVICES COMMITTEE 21st October 2004

SCHEDULE ITEMS

- | | | | |
|---|---|-------------------|---------|
| 1 | 04/00597/OUT
Demolish Existing Shop and Redevelop Site to
Provide 4 Shops and 6 (1 Bedroom) Flats (design,
siting and means of access to be considered as part
of this application)
40 Spa Road Hockley | Mrs Deborah Board | PAGE 4 |
| 2 | 04/00749/FUL
Construct 14 Self Contained Flats (12 x 2-Bed and 2
x 1-Bed) with Off Street Car Parking for 14 Vehicles
and Communal Amenity Space with Landscaping.
Land At Junction Spa Road Station Approach
Hockley | Mrs Deborah Board | PAGE 12 |
| 3 | 04/00732/FUL
Demolition Of Existing Building, Erection Of 16
Dwellings 6 x Three Bedroom, 9 x Four Bedroom, 1 x
One Bedroom Self Contained Flat, 25 Car Parking
Spaces. Accessed off Stilwells.
Albert Jones Court Doggetts Close Rochford | Mr Mike Stranks | PAGE 17 |
| 4 | 04/00639/REM
Replacement Air Terminal with Integrated Rail
Station, Visitor Centre, Access Road and Associated
Car Parking. (Reserved Matters Following Outline
Approval 97/00526/OUT)
London Southend Airport Rochford | Mrs Deborah Board | PAGE 25 |
| 5 | 04/00677/REM
Details Of Two Storey Building To Provide Sports
And Leisure Centre With Outside Playing Areas,
Skate Board Park, Access And Parking Areas.
Park School Rawreth Lane Rayleigh | Mr Mike Stranks | PAGE 41 |

ANY OTHER ITEMS REFERRED FROM WEEKLY LIST

PLANNING SERVICES COMMITTEE - 21 October 2004 Item 1

TITLE : 04/00597/OUT
DEMOLISH EXISTING SHOP AND REDEVELOP SITE TO
PROVIDE 4 SHOPS AND 6 (1-BEDROOM) FLATS (DESIGN,
SITING AND MEANS OF ACCESS TO BE CONSIDERED AS
PART OF THIS APPLICATION)
40 SPA ROAD HOCKLEY

APPLICANT : MR B AND P HARPER

ZONING : PRIMARY SHOPPING

PARISH: HOCKLEY PARISH COUNCIL

WARD: HOCKLEY CENTRAL

PLANNING APPLICATION DETAILS

- 1.1 The application is an outline submission for the demolition of the existing single storey building on the site, currently a furniture shop, and its replacement with a two storey building with rooms in the roof space.
- 1.2 The proposal seeks to provide 4 shop units and 6 flats (1 bedroom). The application is an outline submission with the elements of siting, means of access and the design of the proposal being considered at this stage.
- 1.3 The submission follows a previous refusal on the site, the details of which are outlined below.
- 1.4 The applicants have submitted a supporting statement to provide some context to the submission before Members. The main issues are as follows:
 - The application is made to redevelop the site as, despite changing their merchandise, they are still unable to cover their running costs;
 - Large retail groups, such as Spar and Budgens, have been approached regarding leasing the unit, but the definitive response is that Hockley cannot support a second large retail outlet;
 - Therefore believe that if 5 smaller units were available it would be far more beneficial, not only for the public, but also for potential retailers looking to move into Hockley;
 - The flats would offer additional housing and in turn generate additional business;
 - Will soon have no option but to vacate the premises;
 - Therefore urge a fresh look at Spa Road to encourage shoppers.

RELEVANT PLANNING HISTORY

- 1.5 04/00083/OUT - Demolish Existing Shop and Redevelopment to Provide 6 x 2 Bedroom Flats and 4 Shop Units (siting and means of access to be considered as part of this application), REFUSED for the following reason:
- *The application is in outline form, with all matters reserved, save siting and means of access. In the opinion of the Local Planning Authority, having regard to the proposed footprint of building, and the details illustrated on the submitted indicative plans, it is considered that the siting and scale of the building necessary to accommodate 6 flats, would result in the building having an overbearing and oppressive relationship upon the amenities enjoyed by the occupiers of the neighbouring bungalows to the rear in Meadow Way.*

CONSULTATIONS AND REPRESENTATIONS

- 1.6 There have been three rounds of consultation on the application. These are headed as follows:

Round 1 – Original submission, Plan dated 28th June 2004, 5 shops and 4 flats;

Round 2 – Revised Plans, Plan dated 2nd September 2004, 4 shops and 6 flats;

Round 3 – Amended Description, Plan dated 2nd September 2004, 4 shops and 6 flats.

Round 1

- 1.7 **Hockley Parish Council** notes that the application is similar in many ways to one that was recently rejected and there are still matters that give cause for concern. The number of parking spaces proposed is inadequate and no provision is made for off street loading and unloading. This will lead to traffic congestion in an already busy street. This is an important site in the village and the Parish Council maintain their opposition to the proposal.
- 1.8 **Essex Police Architectural Liaison Officer** has no objections to the application.
- 1.9 **County Surveyor (Highways)** raises no objection and recommends conditions.
- 1.10 **Building Control Manager** no comments.
- 1.11 **Buildings/Technical Support** no objections/observations.
- 1.12 There have been 13 neighbour representations received with the main points being:
- Loss of light;
 - Loss of privacy;
 - Impact on dwellings in Meadow Way;
 - Traffic congestion in the village is already at a peak;
 - There are already too many empty shops in Hockley so why add more?
 - The building will be out of place amongst a row of ground level shops;

- The bungalows to the rear only have small gardens;
- Do not want takeaways and eating places in the shop units;
- The proposal opens up the way for all the shops in Hockley to be built over on this side of the road;
- Chaos and tailbacks will be created in the village;
- There are not enough school places and doctors;
- Security issues from the shops;
- Vandalism after shop hours;
- The gap behind the shops will collect rubbish and encourage rats;
- Impacts on pedestrian safety.

Round 2

- 1.13 **Local Plans** no comment to make as there are no significant policy implications.
- 1.14 **Buildings/Technical Support** no objections but observe that public foul and surface water sewers are available.
- 1.15 **Essex Police Architectural Liaison Officer** no objection but would strongly recommend that the access to the rear of the shops be gated to prevent out of hours access by those intent on anti social behaviour
- 1.16 There have been 14 neighbour representations, many reiterating previous objections outlined above, with the main additional points being:
- Hockley is a village and should remain as such;
 - Note that the balcony has gone and been replaced with high level windows but remain uneasy about the rear doors to the shops;
 - Noise and disturbance from daily deliveries;
 - Village is too small to accommodate such a plan;
 - Do not want flats 18" from the back fence to garden;
 - Similar buildings on the other side of the road do not back on to the residential area;
 - Noise and light nuisance from the flats;
 - High windows could still lead to overlooking;
 - Short-term problems associated with the demolition of the building.

Round 3

- 1.17 **Hockley Parish Council** notes the public concern about the application as 12 people (residents of Meadow Way) attended the meeting. Concerns raised were:
- Height and bulk;
 - Loss of sunlight to gardens of Meadow Way;
 - Concern of overlooking remains from windows;
 - Intensified use of the site resulting in noise and nuisance;
 - Height removing the view from Meadow Way;
 - Impact on property value.

- 1.18 The council appreciated the public concerns and also raise the following issues:
- Deliveries obstructing the free flow of traffic in Spa Road;
 - Exacerbated by the position of the pedestrian crossing;
 - Concern about there only being 6 parking spaces which is inadequate;
 - The site was from 1937-1964 a builders yard and therefore may be contaminated;
 - Concluded that the proposal is excessive and inappropriate to the site and strongly object.
- 1.19 **County Surveyor (Highways)** recommends conditions to be attached to any consent granted regarding:
1. Pedestrian visibility splays
 2. Drop kerb crossing width minimum of 4.8m;
 3. Access, parking and turning to be constructed from permanent material;
 4. Parking spaces to be marked out on the ground; and
 5. Space should be provided to accommodate parking and turning.
- 1.20 There has been one neighbour representation received to date with the main point being:
- Strong reiteration of previous objections.
- 1.21 Any further responses received will be reported on the addendum.

MATERIAL PLANNING CONSIDERATIONS

- 1.22 **THE PRINCIPLE**
The application site is located in a primary shopping area within the Rochford District Local Plan First Review and Replacement Local Plan Second Deposit Draft. As such the provision of shop units, whether 1 or 4, cannot be objected to in this location, being in accordance with the Council's policy. Within primary shopping areas policy does seek to retain a high proportion of A1 (retail) units and therefore if Members are minded to approve the scheme this should be made clear/secured through condition.
- 1.23 The provision of residential units above shops is a principle that has policy support, both nationally (PPG6) and locally, the Local Plan Policy SAT16 seeks to encourage this in town centres. The thinking behind this is that provision of residential units encourages vitality and activity in town and village centres when shops would ordinarily be closed. This can increase security and make the town/village centre a more pleasant environment at all hours of the day. Within Hockley there are already examples of residential development above retail developments on the opposite side of the road to the application site.

1.24 SITING

The proposal would have a frontage onto Spa Road and the ground floor element for three of the proposed shops would extend backwards into the site 12.5 metres covering almost the full depth of the site. A gap of 1m at the north east corner, widening to 2m is left between the single storey element and the boundary with the gardens of properties on Meadow Way. This element of the development would be 15m wide and as such would not be as wide as the footprint of the current single storey unit on the site.

1.25 The first floor element and rooms in the roof space would be, at the nearest point, 6m from the rear boundary of the site. This element would extend the full frontage of the site and on the western boundary an archway would be formed to allow access to the proposed parking area to the rear.

1.26 The siting of the ground floor and shops would not be dissimilar to the existing relationship with the dwellings to the rear. The siting of the upper storey with rooms in the roof over the area of the footprint proposed requires consideration; the height of this element would be 9.5 metres and as such would be similar to the relationship between a bungalow and large house. This element of the scheme would have a back to back distance of around 17 - 19 metres with the bungalows in Meadow Way.

1.26 Whilst the site is confined to the particular town centre location, the need to make the best use of sites is acknowledged. The previous refusal of the scheme was concerned with the resultant impact of the combination of the size of the building and the activity to the rear of the building and resulting overlooking and loss of amenity.

1.27 DESIGN

The design of the proposal has changed from that previously refused under reference 04/00083/OUT and the initial submission for this application.

1.28 The changes have removed the rear access and rear walkway/balcony and the need for the associated screen. The design has also focused the majority of activity on the site to the street frontage, bringing the accesses to both the flats and shops to the front of the building on the frontage with Spa Road.

1.29 On the rear elevation the only windows now proposed are high level small windows that relate to bathrooms and kitchens. The main bedroom windows are provided through front dormer windows and the lounge is to the front of the building.

1.30 It is considered that the provision of windows in this form and the layout of the flats proposed overcomes the concerns regarding overlooking that formed part of the previous reason for refusal. To maintain this situation the windows should be obscured through condition and the ability to add roof lights, etc, removed through an appropriate condition.

- 1.31 This side of Spa Road is predominantly single storey and officers consider encouragement should be given to redevelopment to improve the built form, character of the town centre and better use of land. Inevitably this will be at least two storey development. There are already three storey developments in the wider street scene of Hockley and therefore it is considered that resisting the scheme on this basis is not sustainable. This site is within Hockley town centre and development of a town centre site in this manner not only makes the best use of the site for development but also makes a statement about the future development of Hockley.
- 1.32 ACCESS AND PARKING
The access proposed would be from Spa Road through the archway, which would be 4.2 metres wide. This access would lead through to 6 car parking spaces to the rear of the site. The spaces would be set out in a row on the boundary with the gardens of 24 and 26 Meadow Way. This area of the site is currently a hard standing with an existing access from Spa Road. It would appear that this area is currently used indiscriminately for the parking of vehicles.
- 1.33 The key change to the access is that there would be an element of built form on both sides of the access, where the existing one is clear. The County Surveyor is yet to comment on this arrangement.
- 1.34 The parking proposed is one space per unit. This is in accordance with the Council's adopted standards in LPSPG2 and the application site is in a town centre in close proximity to public transport in the form of the bus and railway station.
- 1.35 The shops proposed will be reliant upon use of public car parks/on street bays for customers and deliveries being made to the front of the site. The existing shops in Hockley do rely mainly on deliveries to the front, on Spa Road, which whilst not ideal is the reality of a town centre location. Therefore to resist the current scheme for this reason would not be tenable.

CONCLUSION

- 1.36 Whilst the height of the building is noted the changes made to the design of the proposal address the issues of overlooking and loss of amenity.
- 1.37 The proposal makes the best use of this town centre site and would reflect existing built form in the locality.

RECOMMENDATION

- 1.38 It is proposed that this Committee **RESOLVES to APPROVE** this application, subject to the following heads of condition:
- 1 SC2 Reserved Matters – Specific
 - 2 SC3 Time Limits – Outline
 - 3 SC9 Removal of Building

PLANNING SERVICES COMMITTEE - 21 October 2004 Item 1

- 4 SC23 PD Restricted – OBS
- 5 SC22A PD Restricted – Windows
- 6 SC21 PD Restricted – Balconies
- 7 SC49 Means of Enclosure – Outline
- 8 SC58 Landscape Details
- 9 SC80 Car Parking Provision
- 10 SC67 Pedestrian Visibility Splays
- 11 SC70 Vehicular Access Details
- 12 SC73 Access Way – Surface Finish

Relevant development plan policies and proposals:

H11, H24, TP15, SAT2, SAT16 of the Rochford District Local Plan First Review

HP6, SAT3, HP18, TP9 of the Rochford District Local Plan Second Deposit Draft



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For further information please contact Deborah Board on (01702) 546366.

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PLANNING SERVICES COMMITTEE - 21 October 2004 Item 2

TITLE : **04/00749/FUL**
CONSTRUCT 14 SELF CONTAINED FLATS (12 X 2-BED AND
2 X 1-BED) WITH OFF STREET CAR PARKING FOR 14
VEHICLES AND COMMUNAL AMENITY
LAND AT JUNCTION SPA ROAD/STATION APPROACH
HOCKLEY

APPLICANT : **TAYLORS (HOCKLEY) LTD.**

ZONING : **RESIDENTIAL**

PARISH: **HOCKLEY PARISH COUNCIL**

WARD: **HOCKLEY CENTRAL**

PLANNING APPLICATION DETAILS

- 2.1 The application seeks full planning permission for the construction of a part two/part three storey building containing 14 flats (12 two-bed and 2 one-bed).
- 2.2 The built form will have a frontage onto Station Approach extending towards Spa Road and turning the corner of the junction and form a small frontage to Spa Road itself. The proposal essentially forms a second phase to complete the development of a wider site, phase one having been approved under reference 00/00135/FUL.
- 2.3 The building itself begins as a purely two storey form where it joins the previous scheme and changes along the Station Road frontage forming a three storey building, by using the roof space and adding dormer windows, as it turns the corner and extends along Spa Road.
- 2.4 Access to the site is proposed via the existing undercroft access formed as part of phase one of the development. Fourteen parking spaces, including two disabled parking spaces, are proposed to the rear of the building with an associated turning area.

RELEVANT PLANNING HISTORY

- 00/00135/FUL – Phase 1, Land Adjacent Hockley Foundry Industrial Estate, Station Approach, Erect Two Storey Block of Ten 2-Bed Flats with Associated Car Parking, *APPROVED*.
- 2.5 This application relates to land to the north west of the current application site.

CONSULTATIONS AND REPRESENTATIONS

- 2.6 **Hockley Parish Council** - comment that the siting of this building appears to be close to the Spa Road/Station Approach junction where it is already difficult to sight traffic coming from the right when leaving Station Approach. It is hoped that the boundary fencing at the existing block will be extended around the proposed block, which will give a neat appearance.
- 2.7 **Essex County Council (Highways)** - have taken the application but no comments have been received to date.
- 2.8 **Essex County Council (Education and Learning Services)** request a contribution from the developer for £11,696 for a single secondary school place.
- 2.9 **Local Plans** have no comments to make on the application, as there are no significant policy implications.
- 2.10 **Buildings/Technical Support** no objections.
- 2.11 **Building Control Manager** has no comments at this stage.
- 2.12 **Hockley Residents Association** has no objections to the proposal.
- 2.13 There have been two neighbour representations received with the main points being:
- The area is beginning to look like canary wharf;
 - Why more flats?
 - The area should be made into a pleasant area with greenery and seats;
 - Where there was once a wide pavement in Spa Road it is now an obstacle course;
 - No more flats in Hockley, put them in Rochford centre.

MATERIAL PLANNING CONSIDERATIONS

- 2.14 The majority of the site is allocated as a supermarket site within the Rochford District Local Plan First Review. However, the remaining (larger area) of this supermarket allocation is now redundant as permission has been granted and implemented for alternative, mainly residential, development. A small area of the site is allocated for residential use. Thus residential development of this site is considered acceptable in principle.
- 2.15 DESIGN
The design of the proposal is well proportioned and would sit well in the street scene of the locality. It forms a continuation of the development to the west and builds to a focal point as it turns the corner into Spa Road. Therefore, whilst prominent in the street scene, it will form a quality development that will enhance the street scene.

- 2.16 The dormer windows proposed to create the third storey are within the roof space and again are well proportioned.
- 2.17 The balconies proposed are to the front elevations of the proposal that face onto the road frontages. The balcony treatment differs from that in phase one, being glass not railings. The applicant suggests that this treatment creates a better living environment for the occupants of the flats. It also provides interest/diversity in the street scene and for these reasons is considered acceptable.
- 2.18 Therefore, subject to appropriate materials, the design constitutes an acceptable form of development for the site and wider locality.
- 2.19 ACCESS/PARKING
The proposal provides 14 car parking spaces in total, providing 1 space per unit. Given the proposal's close proximity to Hockley Station and public transport links in Hockley centre this level of parking is considered acceptable, and is in line with the Council's adopted parking standards set out in LPSPG2.
- 2.20 The access to this development is reliant upon an existing undercroft access from Station Approach through the first phase of flat development. Should Members be minded to approve this scheme, both phases would be accessed from this point with parking for both developments and a turning area provided within the area of the current application.
- 2.21 AMENITY SPACE
The design of the scheme incorporates balconies for the first and second floor units. The six ground floor units will be provided with an amenity area of 460m², a figure that accords with adopted design standards. The mix of ground floor amenity areas and balconies also accords with these standards.
- 2.22 RELATIONSHIP TO SURROUNDING PROPERTIES
The proposal is located such that no overlooking, loss of light or loss of amenity would result from the proposal. The built form would be located at least 15m from the surrounding buildings.
- 2.23 Some of the parking would be directly on the site boundary but intervening screening is proposed and therefore resisting the proposal on noise and disturbance issues could not be substantiated.

CONCLUSION

- 2.24 The design and scale of the proposal are appropriate for the locality. The proposal accords with the Council's adopted design standards regarding parking and amenity space and would not have an adverse impact on any of the surrounding properties.
- 2.25 Further, the application would complete the second phase of development of the wider locality to the benefit of the street scene.

RECOMMENDATION

2.26 It is proposed that this Committee **RESOLVES to APPROVE** the application, subject to a Legal Agreement covering the following:

- An educational contribution of £11696

2.27 And the following heads of condition:

- 1 SC4 Time Limits
- 2 SC14 Materials to be submitted
- 3 SC59 Landscape Design Details – Full
- 4 SC50 Means of Enclosure – Full (to Footway to be continued)
- 5 SC75 Parking and turning

Relevant development plan policies and proposals:

H11, H24, SAT18, TP15 of the Rochford District Local Plan First Review

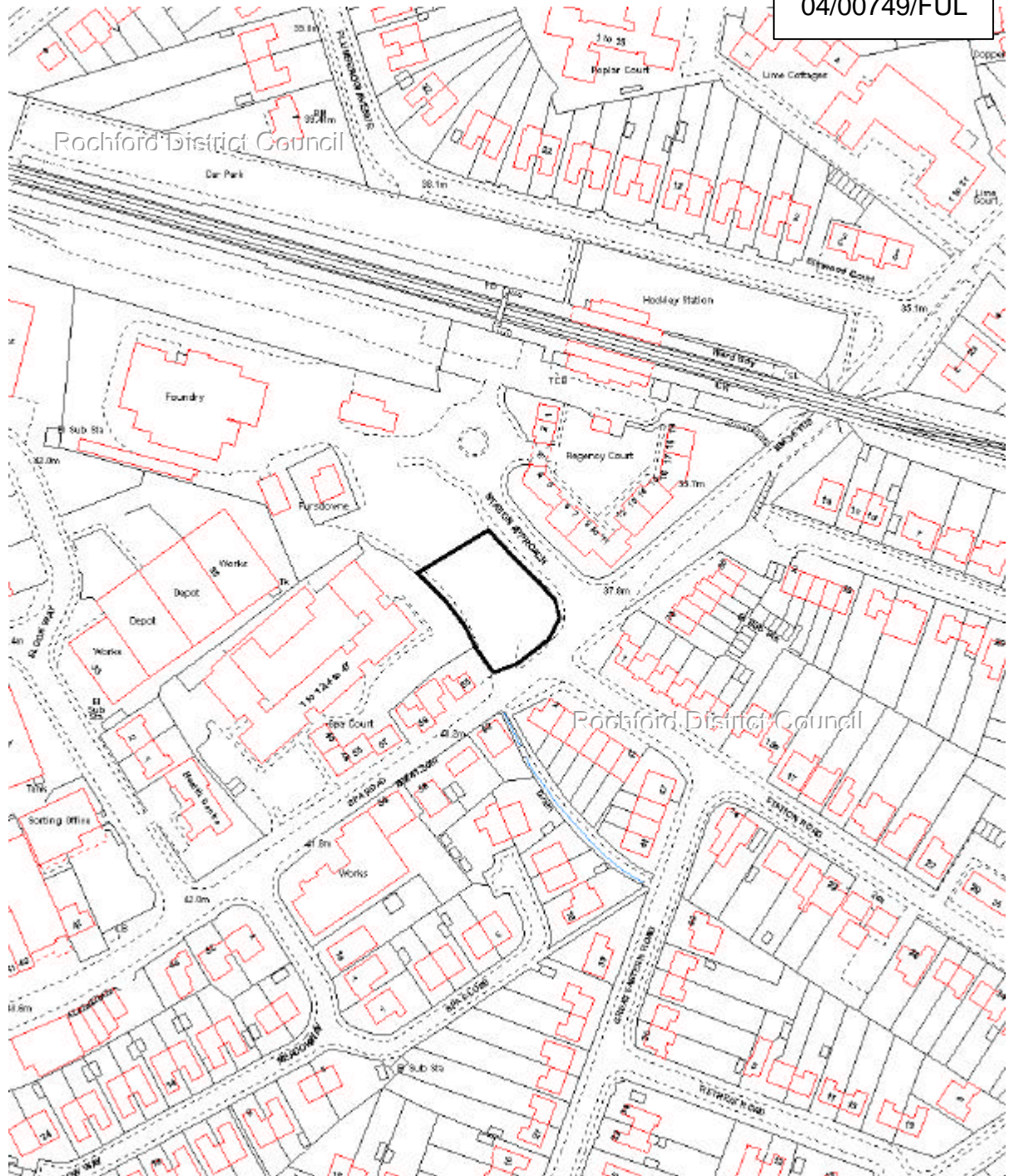
HP6, HP18, TP9 of the Rochford District Local Plan Second Deposit Draft



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04/00749/FUL



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NTS



PLANNING SERVICES COMMITTEE - 21st October 2004 Item 3

TITLE : 04/00732/FUL
DEMOLITION OF EXISTING BUILDING ERECTION OF 16
DWELLINGS 6 x 3 BEDROOM, 9 x 4 BEDROOM, 1 x 1
BEDROOM SELF-CONTAINED FLATS, 27 CAR PARKING
SPACES, ALL TO BE ACCESSED OFF STILWELLS
ALBERT JONES COURT DOGGETTS CLOSE ROCHFORD

APPLICANT : BARRATT EASTERN COUNTIES

ZONING : RESIDENTIAL, METROPOLITAN GREEN BELT

PARISH: ROCHFORD PARISH COUNCIL

WARD: ROCHFORD

PLANNING APPLICATION DETAILS

The application site

- 3.1 This application is to a site on the northern side of Doggetts Close currently occupied by a two storey pitched roofed building formerly in use as a residential care home. The existing building has been vacant for a number of years and is boarded up and the gardens are overgrown. The site currently has two access points both fronting onto Doggetts Close. A number of trees exist within the grounds, particularly at the rear and along the site boundaries.
- 3.2 Opposite the site is a children's playground with Public Open Space beyond and a public car park serving these uses. Fronting Doggetts Close are semi-detached houses in rendered finish. To the east of the site are more recent houses predominantly in a brick finish with rendered details fronting onto Stilwells, a private road which leads into Doggetts Chase. The site is adjoined to the north by fields in arable cultivation. A public footpath runs along Doggetts Chase to the east of the site and running northwards through Doggetts Farm eventually connecting to Brays Lane.

Development Plan Policy

- 3.4 The site of the care home is allocated for residential purposes in the Council's Adopted Local Plan First Review (1995). There is no proposed change to this allocation in the Council's emerging draft Local Plan.
- 3.5 The application site also includes part of the existing Doggetts Chase, which is currently a hard surfaced lane giving access to Doggetts Farm and is also a public Footpath. This road is proposed to be reconstructed for part of its length forming an adopted road as part of the application. This section of road forming part of the application site is within the Green Belt allocation.

The Application

- 3.6 The proposal is to demolish the existing building on the site and provide a development of fifteen houses and one self contained flat. Vehicle access to the scheme would be from the existing private road serving Doggetts Farm and properties fronting Stilwells. The development in depth would front onto a shared surfaced private drive and courtyard.
- 3.7 The existing private access road serving properties fronting Stilwells and Doggetts Farm will be extended a length of 16 metres to form a Size Three Turning head to access the site. The new extension to the road will provide for a 4.8 metre wide carriageway with a 1.8 metre wide footway to both sides. The existing road section will be retained with its 4.8 metre wide carriageway and 1.5 metre wide footway fronting the existing houses. The footway on the site side will be widened to 1.8 metres. A 10 metre radius will be provided to the alignment of the existing road outside No. 5 Stilwells to make a more pronounced junction. The whole of this private road will need to be made up to adoptable standard.
- 3.8 The mix of dwellings would provide for 6 no. three-bedroom houses in two terraces fronting onto Doggetts Close. These dwellings would feature a bedroom and shower room in the roofspace with a single pitched roof dormer fronting onto Doggetts Close. A roof light is proposed to the rear north facing roof slope to ventilate the shower rooms.
- 3.9 The one-bedroom flat is proposed to plot 15 and would be first floor accommodation above garages and an open access way to a parking courtyard.
- 3.10 The remaining plots fronting onto Stilwells, together with the remainder of the site, would be developed in two different four-bedroom house types.
- 3.11 Garaging would be provided in either single gabled roof design to a height of 3.9 metres or double provision of a hipped roof design to an overall height of 4.4 metres. The exception to this is the provision of the link over attached garaging to plots 14 and 16 so forming the flat unit at first floor to plot 15. A double garage building to the front of plots 13 and 14 would have attached a new electrical substation.
- 3.12 Since receipt of the application the applicant has revised the layout slightly, re-siting the houses to plots 12 and 13 one metre northwards to allow the formation of a size 5 turning head in front of the dwellings to plots 12, 13, 14, 15 and 16, the reduction in front garden depth to dwellings to plots 7, 8, 9, 10 and 11 to allow provision of a 1.8 metre wide footway, a 10 metre radius to the road junction and the provision of 1.8 metre high walls to the entrance courtyard between plots 10 and 11. These amendments have been at the request of the County Highways Department.
- 3.13 The description was revised and re-consultation with neighbours was undertaken to state that the access is proposed from Stilwells. This further consultation period extends until 21st October.

RELEVANT PLANNING HISTORY

- 3.14 There is no relevant Planning History for this site.

CONSULTATIONS AND REPRESENTATIONS

- 3.15 **Essex County Council Highways and Transportation** – comments awaited.
- 3.16 **Rochford Parish Council**- Object on the grounds of over development of the site and lack of amenity areas.
- 3.17 **English Nature**- Advise that the site is not within an SSSI and further advise that if protected species are considered to be present that the applicant should undertake an appropriate ecological survey of the site prior to the application being determined.
- 3.18 **Essex Police Crime Reduction Officer**- Does not object to the development in principle, but makes the following comments with regard to the footpaths and fencing. Recommends the removal of the fence to the rear of car parking areas 1-5 because of the creation of an unnecessary alleyway. Relocation of gates to avoid alleyways outside control and supervision of dwellings. Suggests alley between plots 3 and 4 be gated at each end to create a sense of ownership. Advises on need for this alley to be illuminated and design of locks. Recommends white light source supplied to illuminate both car parking areas and suggests provision of a 3/4 metre pole at the entrance to the alley to illuminate both alley and car parking areas.
- 3.19 Advises that the sub-station be fitted with louvered doors fitted with weld mesh backing to prevent materials being pushed through to accelerate fire.
- 3.20 **Corporate Policy / Local Plans**– No comments to make.
- 3.21 **Parks and Woodlands Section** - Comments awaited.
- 3.22 Three letters have been received from residents adjoining the site which make the following comments and objections:-
- Existing difficulties where traffic converges at the junction of Stilwells, Doggetts Chase and Doggetts Close
 - Problems where Fisherman continue to park in Stilwells or the road and not using the car park
 - Obstruction to emergency vehicles
 - The proposal will add 25 cars into this problem making it difficult for existing residents to get out of their driveways
 - Requests consideration be given to the provision of double yellow lines outside the properties fronting Stilwells
 - Initial consultation referred to access from Doggetts Chase whereas in reality the Access is off Stilwells

- Is the access road to replace the private road and which will be adopted?
- The road width of 4.8 metres will be inadequate. Vehicles parked on this road will obstruct access for emergency vehicles.
- If the road is to remain a private road will the maintenance be shared equally between all properties?
- Increase in noise and traffic
- The lack of depth to the frontage of plots 7 – 10 will cause a claustrophobic feel

MATERIAL PLANNING CONSIDERATIONS

Access and Green Belt

- 3.23 The submitted layout accords with the guidance and requirements of the Essex Design Guide. The current layout is the result of discussions between the applicant and Essex County Highways Department. Although formal comments are awaited it is understood that the County Council has no objection to make, given the revisions to the layout already received. Subject to no adverse comments or objections being received from Essex County Council, no material objection can be raised against this proposal on Highway Grounds.
- 3.24 The proposed extension of the access road would upgrade the existing hard surfaced lane to adoptable standard including the provision of satisfactory footways to both sides. The development would change the road at this point but would not materially affect the character, appearance or openness of this part of the Green Belt.

Car Parking

- 3.25 The Council's supplementary guidance states that on major new estates an average of 1.5 car parking spaces per unit may be possible. In urban locations where off peak public transport is poor a maximum of two car parking spaces would be appropriate.
- 3.26 The 4-bedroom houses proposed to plots 7-10 provide three off-street spaces each. The 4-bedroom houses to plots 11, 12, 13, 14 and 16 provide two off street spaces each. The 3 bedroom houses to plots 1-6 and the flat to plot 15 each provide one off street space. This provision equates to an average of 1.7 car parking spaces per unit across the development and to which it is understood that the Highways Authority raise no objection. In Planning terms this proposed level of provision is considered acceptable.

Trees

- 3.27 The proposal shows the loss of a number of trees, particularly in the north east corner of the site where the construction of the extension to the road and the dwelling to plot 11 is proposed, despite the retention of many others within the scheme. No tree preservation orders exist on this site. The loss of these trees can be addressed with replacement planting as part of the landscaping scheme required as part of any approval that might be given.

Density and Layout

- 3.28 The development would achieve a net density of 43.25 dwellings per hectare which compares with the Central Government requirement for development to achieve densities of between 30-50 dwellings per hectare.
- 3.29 The layout repeats frontage style development, which is the prevailing character to both Stilwells and Doggetts Close adjoining the site. The remainder of the site fronts a mews court behind the built frontage.
- 3.30 The three-bedroom terraced dwellings to plots 1-6 show garden area provision between 50-60 square metres and adjoin the playground and open space.
- 3.31 The garden areas to plots 11-14 inclusive each exceed the requirements for 100 square metres of garden area. The gardens to plots 8, 9, 10, and 16 range between 94 and 98 square metres. The four bedroom house to plot 7 would only achieve a garden area of 77 square metres. The proposed flat to plot 15 would have no amenity.
- 3.32 The small shortfall to the proposed houses is off-set by the close proximity of a children's play space and public open space. The close proximity of open space would also similarly serve the flat. Issues would, however, arise for any necessary outside storage required by the flat occupiers, such as location and keeping of refuse bins. This particular failing can be addressed by a suitable condition requiring the designation of a refuse storage area within the layout to serve the flat. The design and form of the proposed flat otherwise would integrate well with the proposed housing and would not appear out of scale or detract from the height and spaciousness of those adjoining dwellings.
- 3.33 The proposed layout and density proposed in this current application compares with more recent development at St. Clare Meadow, which extended the western end of Doggetts Close, a short distance from the site.
- 3.34 Policy H12 to the Local Plan First Review requires developers to incorporate suitable energy conservation measures in new housing. The specification for each of the house types proposed exceeds the minimum building regulation requirements in this respect and 50% of the dwellings proposed will benefit from passive solar gains from available sunlight.

- 3.35 The proposed layout would achieve side isolation spaces between buildings of not less than 1 metre.
- 3.36 The maintenance of privacy between the buildings is essentially contained within the estate with buildings proposed overlooking other buildings proposed. The adjacent dwelling at No. 1 Doggetts Close has minor side windows at first floor that do not provide the sole light source to principal living rooms. The development would not be directly sited behind this adjoining dwelling. The new house to plot 14 would be situated in excess of 20 metres beyond the rearmost wall of this neighbouring dwelling. On balance, this would result in a satisfactory relationship, maintaining adequate privacy between proposed and existing residents.

CONCLUSION

- 3.37 The redevelopment of this site accords with making the best use of urban land and vacant sites. The scheme provides a varied mix of house types and would not appear out of place between the older established frontage housing to Doggetts Close and more recent development of housing and bungalows fronting Stilwells. The resultant layout will not appear car dominated in appearance and would satisfactorily develop the potential of the site without harm to the public interest.

RECOMMENDATION

- 3.38 It is proposed that this Committee **RESOLVES** to **APPROVE** the application, subject to the following conditions and further appropriate conditions arising from the Highways Authority response:
- 1 SC4 Time Limits Full – Standard
 - 2 SC9A Removal of Building (Prior to Development) (Not marked on Plan)
 - 3 SC14 Materials to be used (Externally)
 - 4 Notwithstanding the provisions of Article 3, Schedule 2, Part 1, Class B and or Class C, of the Town and Country Planning (General Permitted Development) Order 1995 (including any order revoking or re-enacting that order, with or without modification) no dormer windows or roof lights in addition to those shown in the submitted application hereby approved shall be inserted, or otherwise erected, within the roof area (including roof void) of the dwellings hereby permitted.
 - 5 SC22A PD Restricted - Windows
 - 6 SC23 PD Restricted - Obscure Glazing
 - 7 SC50A Means of enclosure – Full (without PD Restriction)
 - 8 SC57 Tree Planting – Details
 - 9 SC59 Landscape Design – Details (Full)
 - 10 SC67 Pedestrian Visibility Splays (Plural)
 - 11 SC72 Estate Roads

- 12 Prior to the commencement of the development, the applicant shall submit to the Local Planning Authority written details for the storage provision of refuse bins associated with the proposed flat to plot 15 of the development hereby approved. No development shall commence prior to the written agreement of such details as may be agreed by the Local Planning Authority.
- 13 Prior to the commencement of the development hereby approved details shall be submitted to the Local Planning Authority for the provision of louvered doors fitted with weld mesh backing to the proposed sub station. The development shall be carried out in accordance with these details or as otherwise may be agreed in writing by the Local Planning Authority.
- 14 Prior to the commencement of the development hereby approved details shall be submitted to the Local Planning Authority for the illumination and lighting of the alleyway between plots 3 and 4 and for all outside circulation areas. The development shall be carried out in accordance with these details or as otherwise may be agreed with the Local Planning Authority.
- 15 Prior to the commencement of the development the applicant shall submit details of gates and locking methods to be provided to the alleyway between plots 3 and 4. The development shall be carried out in accordance with these details or as otherwise agreed with the Local Planning Authority.
- 16 Notwithstanding the submitted plans the proposed fence backing onto car parking spaces 1-5 shall be omitted.

Relevant development plan policies and proposals:

H11, GB1 of the Rochford District Local Plan First Review



Shaun Scrutton
Head of Planning Services

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

04/00732/FUL

Rochford District Council



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NTS



PLANNING SERVICES COMMITTEE - 21 October 2004 Item 4

TITLE : 04/00639/REM
REPLACEMENT AIR TERMINAL WITH INTEGRATED RAIL
STATION, VISITOR CENTRE, ACCESS ROAD AND
ASSOCIATED CAR PARKING. (RESERVED MATTERS
FOLLOWING OUTLINE APPROVAL 97/00526/OUT)
LONDON SOUTHEND AIRPORT ROCHFORD

APPLICANT : LONDON SOUTHEND AIRPORT CO. LTD (LSACL)

ZONING : CIVIL AIRFIELD/METROPOLITAN GREEN BELT

PARISH: ROCHFORD PARISH COUNCIL

WARD: ROCHFORD

PLANNING APPLICATION DETAILS

- 4.1 The application is a submission for Reserved Matters following outline approval 97/00526/OUT. The matters submitted for consideration are the Siting, Design and External Appearance of the buildings, the means of access thereto, landscaping details and lighting. This is in accordance with Condition 1 of the outline approval.
- 4.2 The outline submission agreed the principle of the erection of a replacement air terminal and integrated rail station, a visitor centre, access road and associated car parking.
- 4.3 In addition to the plans, the application is accompanied by a Planning/Design Statement and a copy of the Environmental Investigation (addressing potential hydrocarbon impact to the soil and groundwater) submitted with the outline submission. The outline submission included a Transport Impact Assessment, Noise Impact Study, Station Feasibility Study and justification for the siting of part of the proposal in the Green Belt.
- 4.4 The specific nature of the buildings and their design is outlined further on in the report.
- 4.5 SITE AND SURROUNDING AREA
The site of the London Southend Airport lies to the northeast of the town centre of Southend itself and the main railway line from London [Liverpool Street] to Southend runs along its eastern boundary. To the south-west is the existing terminal and assorted support buildings, the main runways running away to the north-west from them.
- 4.6 To the east of these buildings and beyond the site boundary the main access road system culminates in a roundabout beyond which there are a number of substantive warehouse style retail units.

- 4.7 The site form lies between the existing buildings and the private flying club buildings to the north and between the runway, taxiway and the railway line. Beyond the rail lines there is an area of open scrubland, the Rochford to Southend Road and then, on the far side of the road, predominantly two-storey housing.
- 4.8 The site, like most airports, is flat falling gently to the north parallel to the rail lines. The only topographical feature is the embankment for the rail lines, which is raised approximately 1.5 metres above the natural ground level.
- 4.9 The development application site includes the area of the railway line required for the provision of a 12 car station and platforms, a space for the main road circulation to the terminal and car parking, the terminal and apron space for aircraft parking. A separate site area to the south has been identified for a new visitor's centre and associated car parking directly off the entry roundabout adjacent to the retail units.

RELEVANT PLANNING HISTORY

- 4.10 Outline planning permission was approved on 19th July 1999 under reference 97/00526/OUT for the construction of a new air terminal, with integrated rail station, visitor centre, access road and associated car parking at London Southend Airport, subject to a number of conditions, including approval of reserved matters and a legal agreement under section 106 of the Town and Country Planning Act 1990.

CONSULTATIONS AND REPRESENTATIONS

- 4.11 **Castle Point Borough Council** – no comment.
- 4.12 **Chelmsford Borough Council** – no objection.
- 4.13 **East of England Development Agency** – the proposal will help to deliver a number of key strategic priorities in the Regional Economic Strategy. The continued success of the airport is a vital element of a sustainable economic strategy for maintaining the prosperity of the East of England, enhancing its regional competitiveness and giving support to business growth and regeneration in the Thames Gateway Growth Area. EEDA welcomes and endorses proposals that seek to accommodate the increase in demand for air travel and urge the Council to provide a clear message of support but EEDA recognise that the growth of the airport must also be sustainable.
- 4.14 **Emergency Planning Officer** - notes that it is likely that both the District Council and Southend on Sea Borough Council will have to consider an off site safety plan with other agencies if planning permission is granted in view of the increased passenger traffic, etc. It will certainly require a written Risk Assessment.
- 4.15 **Environment Agency** – no comment.

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- 4.16 **Essex Amphibian and Reptile Group** - advise that this application may affect reptiles and amphibians inhabiting the corridor habitat of the railway line and embankment and therefore an ecological survey of the site is necessary and if they are found there needs to be compensation and mitigation.
- 4.17 **Essex County Council (Archaeology)** - note that the development area lies within a sensitive area of archaeological deposits and extensive archaeological deposits are known to be within the immediate vicinity of the airport. Therefore recommend a condition for Trial Trenching and Excavation. *This condition is already picked up on the outline consent – Condition 13.*
- 4.18 **Essex County Council (Highways)** - do not wish to raise any objection to the application as submitted, provided it fully accords with the principles set out by the outline permission. The following recommendations are made regarding matters that should be provided on site prior to occupation:
- Space provided within the site for parking, turning, loading and unloading so that vehicles can enter and leave the site in a forward gear;
 - Access road to visitor centre should be a minimum of 7.3 metres wide;
 - The vehicular access to the visitor centre should be moved as far west as possible;
 - A continuous footway (minimum of 2m) should be provided on both sides of the access from the small normal roundabout and on the northern side of the access road to the visitor centre;
 - There should be a continuous covered pedestrian route between the terminal building and the railway station;
 - All circulatory roads should be a minimum of 6m wide; and
 - All non-disabled parking spaces shall be a minimum of 5 metres by 2.5 metres.
- 4.19 **Essex County Council (Planning)** - note that the proposed development is shown on the adopted First Review Essex Minerals Local Plan 1996 as being underlain by deposits of brick earth. This is a valuable resource and Structure Plan Policy MIN4 is relevant. Note that outline consent has been granted but recommend that if site surveys for the construction of the development reveal the presence of workable brick earth that arrangements are made for it to be exported from the site for brick making rather than disposed of.
- 4.20 **Essex Fire Authority** – no objections.
- 4.21 **GO-East** - does not wish to comment on the application at this stage
- 4.22 **Hawkwell Parish Council** have reservations regarding the future of Rochford Railway Station with the introduction of this additional stop. Rochford Railway Station is a major public transport link for residents of Hawkwell and its closure would be unacceptable.

- 4.23 **Health and Safety Executive** - has no comments to make on the application as the proposed development site is not within the consultation distances of hazardous installations or major accident hazard pipelines.
- 4.24 **Historic Building and Conservation Area Advice** can find no conservation issues and have no observations to make on the application
- 4.25 **Local Plans** - comment that the development proposed is concordant with policy TP11 of the Rochford District Local Plan (First Review), which was adopted in April 1995. This also contains policy H24 (safeguarding residential amenity).
- 4.26 The Council has been working on the Rochford District Replacement Local Plan and this has completed its second deposit draft phase. In the light of representations policy TP10, which deals with the airport, was revised to include the following final sentence:
- “Future expansion and development plans for the airport will need to include a satisfactory Surface Access Strategy.”
- 4.27 This sentence was added following a representation made at the first deposit phase, by both Essex County Council (Planning) and Southend-on-Sea Borough Council. No Surface Access Strategy has been submitted as part of this application, which makes it contrary to policy.
- 4.28 The plan also contains policies on sustainable transport and traffic management (TP1 & TP2). The Rochford District Replacement Local Plan also has a strong emphasis on promoting good design and design statements (policy CS6 and EB6) and on emphasising the value of landscaping (CS9).
- 4.29 **Maldon District Council** – no objections.
- 4.30 **Network Rail** - notes that the provision of a new station at this location would be an enhancement to the railway network. However, Network Rail would expect the new station to have no adverse impact on the existing railway capacity or any planned growth in terms of both passenger and freight traffic and should the proposed station proceed it would be at no cost to Network Rail. It should be noted that to facilitate the proposed station modifications may be required to the railway signalling equipment and facilities and all such works would have to be financed by the applicant. Further, the applicant would need to agree commercial terms with Network Rail for the acquisition and/or use of Network Rail land.
- 4.31 Any new trees planted adjacent to the railway boundary should be of the species recommended and located sufficiently clear of the common boundary not to create a nuisance through penetration of tree roots or overhanging branches.
- 4.32 **Rochford Parish Council** - agree in principle to the development of the airport but note resident concerns about:

- Interference to television reception;
- Excess noise – noise abatement should be put in place as a condition of any permission; and
- The effect on property values.

4.33 **Southend on Sea Borough Council** - has no objection to the proposal and considers the design and details of the proposed buildings to be acceptable and welcomes the provision of modernised passenger and transportation facilities at London Southend Airport.

4.34 **Stambridge Parish Council** - make the following observations:

- Concerned about the increase in traffic movements that will cause further delays and pressure on the Southend and Rochford roads;
- Noise issues;
- Residents should not be subjected to odours from fuel/aircraft;
- Night flights should be restricted; and
- Concerns about devaluation of property.

4.35 **Woodlands and Environmental Officer** suggests that a desktop determination be made of any statutory or non-statutory designation that the site might have. Following this a Phase 1 walk over survey to describe/classify the habitat should be undertaken and a suitable reptile survey undertaken, indeed a casual site inspection did locate a Common Lizard. A suitable mitigation strategy would be required to accommodate any protected fauna found.

4.36 There have been 38 neighbour representations received of which 7 are in support and 31 object to the proposal, being as follows:

- Fully support the airport development as its expansion is advantageous for the people of Southend;
- The plans are well thought out;
- The proposal will put additional strain on the road in the area and add to congestion;
- Increased noise disturbance;
- Parking problems;
- This is a good airport that would like to see working again;
- Inadequate consideration has been given to the volumes of traffic that will inevitably increase;
- The creation of new visitor attractions can only worsen traffic problems;
- If there is a station for the airport then why is more parking required?
- Customers should use public transport;
- Concerns about surface water drainage and potential flooding;
- Impacts on health and quality of living;
- Rochford used to be a nice quiet town and the airport extension will increase it going down hill;
- The railway terminal encroaches onto Green Belt farmland;
- There is no mention of the number of cars expected daily;

- The visitor centre will improve security and encourage interest in the Airport;
- The integration with the rail system ensures that a considerable proportion of passengers will not need to use the roads;
- The development is relatively modest and the benefits to the local economy cannot be over emphasised;
- The development will bring revitalisation to the area;
- Concern about the closure of Rochford station and that this would have an adverse impact on the town;
- Impact on parking on the roads behind the Anne Boleyn Pub;
- The structure of the new terminal building would intrude into the openness of the site;
- The proposal would result in an increase in the number of take offs and landings;
- There will be a massive increase in passenger numbers;
- The proposed layout unfortunately leaves plenty of space for future expansion;
- No problem in principle but concerns about the inevitable commuter parking on surrounding streets;
- Could permit parking for surrounding streets be considered;
- Steps should be taken to minimise construction damage and use of the field areas;
- The proposal would be a waste of public money;
- This is not a suitable venue for an Airport given the heavy concentration of domestic properties;
- Lighting issues – will it be suitable? The proposal shows upward facing lights when downward facing would be preferable;
- Any expansion or modernisation of the airport would be of great benefit to local business.

APPLICATION PROPOSAL IN DETAIL

SITING AND DESIGN OF THE BUILDINGS

4.37 **Airport terminal**

The terminal is primarily a ground floor arrangement with arrival and departure areas arranged side by side with departure space to the south and arrival space to the north.

4.38 The footprint of the building is 61 metres by 40 metres (2,440 m²), so occupying a space within the area identified in the outline planning approval of 2,500 m².

4.39 The space is split down the centre by a 12m wide central core zone that contains the support facilities of baggage handling, retail, café, customs and toilets. To the east, landside of the core, are the departure check-in and arrivals halls and to the west, airside of the core are the departure lounge and arrivals baggage reclaim halls.

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- 4.40 Above the central core spine a mezzanine first floor is provided, covering the support spaces below and cantilevering to 18 metres wide. This provides an area of approximately 1,100m². The first floor space provides operational support office and continuation of the departure lounge.
 - 4.41 The two storey central area and single storey space at the east and west elevation allows a curved roof to span over and encompass all the spaces. This is carried on lattice roof trusses supported on circular steel columns located along the perimeter and through the core zone. The roof rises from an eaves level front and back of approximately 4.5m to a height of around 10.5m at the centre of the roof above the mezzanine.
 - 4.42 The external walls will be glazed front and rear to allow visibility into and out of the public areas and the sidewalls will be solid to screen the baggage and delivery activities from the passengers within.
 - 4.43 The side wall cladding will be silver metal to achieve a clean modern expression appropriate to an airport facility. There will be a continuous glazed clerestory around the whole perimeter, visually separating the wing roof from the building beneath.
 - 4.44 The eaves extend on the north and south sides to provide protection to the baggage handling and delivery areas. An additional free-standing canopy to the south protects the trolleys standing to collect luggage from the departures check-in area, reflecting the curve of the main roof and the line of the mezzanine within. The roof will be a silver aluminium up stand seam roof extended still further on the east and west sides to provide protection for the arriving passengers airside and landside. Further glazed roof lights above the edge of the mezzanine area introduce light to the mezzanine spaces and down into the halls below.
 - 4.45 All structural steelwork will be silver grey (the applicants suggest that this is to reflect the colour of aircraft) to relate to the silver cladding and contrast with the white of the internal walls. The roof glazing to the perimeter canopy eaves and the lower elevation glazing will be obscured to provide solar shading and separate it visually from the clear glazed clerestory.

Station

- 4.46 It is proposed to provide a new railway stopping point adjacent to the site to allow direct linkage of passengers between these two modes of transport and as it will be in close proximity to the airport it has been designed to reflect the airport terminal character.
- 4.47 The station is designed as two similar structures either side of the rails, linked together by a high level bridge above the lines to allow access to the airport from both sides.
- 4.48 Toilets and a small retail kiosk serve each platform and the platform to the airport side also has a small ticket office. Lifts and staircases serve the bridge across the tracks, the lifts allowing disabled people and those with heavy luggage to cross with ease.

- 4.49 The accommodation is combined into slim curved structures that resemble bridge piers rising to support the bridge between. The buildings are curved both in plan form and in roof section to relate to the curved roof of the terminal building.
- 4.50 The curved walls are to be clad in silver metal panels and the roof is clad in an up stand aluminium roof similar to the main terminal building. Canopies project either side to provide protection for the passengers waiting for trains, arriving, collecting trolleys or buying tickets. The bridge is designed with an elliptical cross section to relate to the building forms either side.
- 4.51 Independent glazed canopies along the platforms provide additional protection to those waiting on the platforms reflecting the curved character of the covered walk across to the terminal and the eaves of the terminal itself.

Visitor Centre

- 4.52 The original application included a separate autonomous site to the south of the terminal allocated to further car parking and a visitor centre. This accommodation consists of a restaurant to seat 80 people and a private dining room for 20 people at ground floor with associated kitchen and support facilities.
- 4.53 At first floor level there is a public viewing space/terrace and support facilities of a retail unit, a café and toilets to be served by a separate entrance.
- 4.54 The building is located in a corner to the north end of the site to take advantage of panoramic views across the airfield and towards the terminal. This frees up the remainder of the site for a car park.
- 4.55 Vehicular access to the site is from the southern boundary via an existing roundabout to the southeast that also serves the terminal and station. The corner of the visitor centre site is particularly visible so signage on the corner adjacent to the roundabout will announce directions to the visitor facility and to the terminal building.
- 4.56 Pedestrian access from the retail units to the east will be provided by means of a crossing to the corner of the visitor centre site. This will direct visitors via a small circular space at the corner of the site northwards along the axis of the visitor centre to provide direct access to the new facility. The site arrangement allows a more acceptable pedestrian environment whilst providing an efficient use of the site for car parking.
- 4.57 The Visitor Centre is designed in a circular form to take advantage of the outward views by providing curved panoramic windows overlooking the airfield at ground level and a similar window at first floor set back behind a deep viewing terrace. Support facilities are provided in a practical rectangular core at the heart of the building.
- 4.58 Visitors will approach the centre from the south and access the building through two separate entrances, on the west side an entrance to the ground floor restaurant and on the east, a similar entrance for the first floor viewing gallery.

- 4.59 The circular building is surmounted by a saucer shaped roof the projecting rim enclosing the entrance volumes either side but providing extended eaves canopies above the entrance and the viewing terrace front and rear. The roof and the walls are panelled in a silver metal panel system to match the main terminal building and station.

ACCESS AND PARKING

- 4.60 The site layout proposed is arranged to attempt to provide a simple and easily understood arrangement for the arriving and departing passengers passing through the airport and station.
- 4.61 Road access to the site is off the roundabout to the south, which serves the present terminal building on the Rochford Road, and via a small roundabout that provides access to the Airport Retail Park. The terminal and station are accessed along the retail park service road, which is 7.3m wide and connects to the airport car park and circulatory road system.
- 4.62 The new station is positioned directly opposite the new terminal building creating a rectangular space between. The space has a one-way circulation road around its perimeter to serve the two facilities leaving an island at the centre for car parking. The formality of the space allows a regular arrangement of car parking spaces around the edge of the space and in blocks across the space.
- 4.63 A glazed canopy protects passengers using the pedestrian route and at each end, nodal canopies signify the arrival point to each facility.
- 4.64 The road system is designed as a one-way system passing in front of the terminal before circulating around the car park perimeter to pass in front of the station. 3m wide set down lay-bys are provided along the edge of the road directly in front of the terminal for cars and a taxi stand is provided further along the western boundary in another lay-by.
- 4.65 On the eastern side two further lay-bys provide pick-up and set down space for coaches and buses either side of the station entrance placing all the public transport areas together for clarity.
- 4.66 Access to the car park areas is from entrances on the west and exits are placed on the east side allowing direct exit from the site or return to the terminal for pick-up. The car park provides 144 plus 5 disabled spaces in the south island and 201 plus 5 disabled spaces in the north island. The disabled parking bays are arranged either side of the pedestrian walkway linking the terminal to the station.
- 4.67 All circulatory roads are 6m wide with car park spaces 5m x 2.5m.
- 4.68 The main pedestrian route linking the terminal and station is raised on a slope to connect the two buildings without the need for stairs or ramps. A raised table at the road crossings at each end of the pedestrian route and in front of the terminal will assist in controlling the traffic speed and will be emphasised by the use of contrasting materials.

- 4.69 Footways 2m wide are provided around the perimeter of the circulation road and extend along the access road to connect the retail park and visitor centre.
- 4.70 The visitor centre is accessed directly off the small roundabout serving the retail park via a short 7.3m wide road. The car park associated with the visitor centre provides 106 spaces plus 6 disabled bays and 2 delivery spaces adjacent to the building.
- 4.71 Pedestrian access from the retail park to the visitor centre is provided by means of a new pedestrian crossing at the edge of the roundabout across the access road to the airport terminal.

LANDSCAPING ISSUES

- 4.72 The scheme of planting is themed to try and reinforce the structure of the airport master plan strengthening, while 'greening', the architectural character of the site.
- 4.73 Approaching the site along the access road from the south, interlaced trees would line the west side of the road, framing the approach to the terminal building while offering a partial screen to the airfield.
- 4.74 Planting in front of the restaurant and at the terminal end of the covered walkway would be kept low to maintain clear views across the airfield.
- 4.75 Low hedges around the car park would contain the cars from the main circulation route around the site. This structured hedging theme is picked up in the treatment around the perimeter with stepped planting and trees, many of them chosen for being evergreen.
- 4.76 The formal layout and distinct usage requirements of separate vehicular and pedestrian access, parking, 'journey and arrival' are used to delineate and emphasise using a simple, clearly understated palette of hard and soft materials, common to both the terminal and visitor centre external spaces.
- 4.77 Formal avenues of columnar trees would line either side of the central axis from station to terminal. Additionally, a low hedge running inside the trees screens the car parks from the pedestrian route, softening the boundaries between the two functions.
- 4.78 Within the car parks, the planting would be kept to low, evergreen ground cover between the lines of cars with trees to the end of the blocks to bring some vertical structure to the space.
- 4.79 The tree and shrub species have been specially chosen to minimise attraction to birds (which can pose a hazard to aircraft).
- 4.80 The column lighting is located along the centreline of the car parking bays to avoid conflict with the trees and to give an even light distribution, using fittings designed to ensure no upward directed light that might interfere with airfield use.

- 4.81 The external spaces around the station and airport terminal will be lit by a combination of lights from the underside of the canopies and by low level lights set into the ground leading pedestrians to their destination by the cleanest route.
- 4.82 Street furniture, including the lighting, signage, seats and bins will be of a similar or complementary style (stainless steel in colour/finish) so as to provide continuity with the architecture. Hard materials will also use greys and silvers that will complement this with a sleek but timeless finish, offering variety of texture and clarity of use.

ASSESSMENT OF THE APPLICATION

THE PRINCIPLE – OUTLINE APPLICATION

- 4.83 The outline submission did not stipulate the consideration of any of the detailed matters, purely the principle of the development. However it was accompanied by illustrative plans and the documents outlined at the beginning of the report.
- 4.84 The illustrative plans submitted with the outline showed a new terminal that would have a design capacity of approximately 300 000 passengers per annum and linked to the station by a covered walkway. Five aircraft stands were indicated to the front of the terminal. The plans also showed a Visitor Centre; with its own car park, and a short stay car park for air passengers.
- 4.85 The outline application agreed the principle of the siting of part of the terminal building, the station and a short stay car park in the Green Belt, with very special circumstances being justified for this element of the proposal. In particular it was identified that there was no conflict with Green Belt policy as set out in Government guidance and the development plan.
- 4.86 The issues of the principle of the use of the vehicular access from the roundabout at the Airport Retail Park and noise resulting from the development were also addressed at the outline stage and these issues were picked up in the Legal Agreement at this time. In particular:
- The production of noise contours covering all movements;
 - Timing for a noise impact study and monitoring; and
 - Off site highway works.
- 4.87 The principle of expanding the airport is in accordance with Policy BIW8 of the Essex and Southend on Sea Structure Plan, which supports the airport in its function as a regional airport. This position is reinforced by policy TP11 of the Rochford District Council Local Plan First Review and TP10 of the Rochford District Replacement Local Plan Second Deposit Draft, both of which support proposals to maximise the airport's potential.

SITING AND DESIGN OF THE BUILDINGS

- 4.88 The Terminal building proposed is not of a landmark design. However, the building is modern and functional and would sit well within the wider site. Therefore it is considered that the building proposed provides the appropriate balance between functionality and design required in this location. Further, the visitor centre and station are designed to complement the terminal building and as such the group of buildings created as part of the development will be appropriate in the location for the functioning of the airport.
- 4.89 The terminal building will be sited between 160m and 200m from the nearest residential dwellings. The maximum height of the terminal building would be 10 metres with the departures area facing towards Southend Road. The terminal building would be sited, due to its scale and distance from dwellings, such that it would not have an adverse impact on the residential amenity of any of the dwellings located around the site. This is further demonstrated by the fact that the car park and its associated landscaping will intervene.
- 4.90 The railway station would be the closest built form to the residential dwellings, again with a maximum height of 10 metres where it crosses over the railway line. The buildings either side of the railway line are proposed as curved structures. The footprint, and thus resultant scale, of the structures on either side of the railway line is not excessive and would not unduly dominate the landscape in this location.
- 4.91 The visitor centre is to be sited behind the existing airport retail park, with an independent car park area away from the main terminal building. The centre would be located 157 metres from the nearest residential property and would be visible from some aspects within the wider street scene of Wells Avenue and Eastwood Crescent. The building would not be unduly prominent in the locality as it is well proportioned and of a scale suitable for the location.
- 4.92 The applicant has responded to officers' queries regarding the issue of glare to residential properties and has clarified that the external finish of the buildings will not produce discernable glare as the material has a 'leatherette' finish and that the effect of weathering (producing an aluminium oxide film) will have a dulling effect.

ACCESS AND PARKING

- 4.93 In total there are 345 short stay car parking spaces plus 10 disabled spaces proposed for the main airport terminal building with coach drop off and set down areas and a taxi waiting area. The visitor centre car park provides 110 spaces plus a further 6 disabled spaces. The applicants have indicated that the car parks will be used for staff and passengers in connection with the use of the terminal. They have further indicated that the parking is not intended for commuters using the railway station and this will be discouraged/prevented through the management of the car parking, in particular pricing structures.

- 4.94 It is assumed that the parking provided is based on the anticipated passenger numbers. The spaces layout, size and the provision of disabled spaces accords with the Council's adopted design guidance on parking in LPSPG2. Further, the provision of a landscaping scheme within the car parks to soften the immediate areas also reflects the guidance in LPSPG2.
- 4.95 The proposal will be fully integrated with the railway station and it is clear that the intention is to promote access to the facility using public transport and good pedestrian links within the site to and from the station.
- 4.96 Planning Policy Guidance Note 13 (Transport) seeks to ensure that access to aviation developments by public transport is enhanced and suggests that existing sites with established aviation uses are best for expanding facilities. The note does go on further to suggest that surface access should be planned as part of the wider transport strategy for the local area. This is reflected in the Rochford Replacement Local Plan Second Deposit Draft through policy TP10.
- 4.97 A Surface Access Strategy does not accompany the current application. However, this is a Reserved Matters submission following an Outline application, which was accompanied by a Traffic Impact Assessment that agreed the principle of the location of a terminal building, station and visitor centre that could accommodate a capacity of 300 000 passengers per annum.

LANDSCAPING

- 4.98 The landscaping proposed around the terminal building and associated car parking area is a mix of slab paving, low groundcover planting, hedging and trees. In ground LED up lighters are also proposed to mark out key pedestrian routes through the site. The planting and paving proposed is sympathetic to the built form it will surround and the planting and lighting will soften the hard surfaces within the locality. The planting will also provide a buffer between the application site and the surrounding landside.
- 4.99 Similar treatment is proposed for the visitor centre and its car park. Again, the planting will soften the area as well as providing a buffer to the residential area to the south.
- 4.100 Examples of the lighting, site furniture, paving and soft landscaping proposed, in context, on other sites, have been provided and reinforce the quality of materials proposed and the positive impact they will have on the built environment in the locality.
- 4.101 Network Rail has commented on the suitability of certain species within close proximity to the railway lines. The applicant will be provided with these comments so that they can liaise with Network Rail regarding this matter.

OTHER

- 4.102 **Safeguarding**
The airport company has confirmed in writing that the application does not raise any safeguarding issues but that this requires confirmation from the Aerodrome Inspector.

- 4.103 This is currently being undertaken and Members will be updated verbally regarding this matter.
- 4.104 **Night Flights**
The issue of night flights was addressed in the S106 agreement for the outline application with a clause reading:
- No variation to night flying movements contained in the lease from Southend Borough Council without the written consent of Rochford District Council.
- 4.105 **Noise Issues**
This issue was addressed at outline stage with a noise study being undertaken and further works/submissions being tied together in the S106 agreement through the Airport Operating Agreement that is to be agreed with Rochford District Council and conditions on the outline approval.
- 4.106 **Personal Safety**
The design of the development incorporates large glazed areas in the station and open well-lit walkways between various elements of the site. The landscaping scheme provides lighting on columns throughout the car park and up lighters within the soft landscaping. No comments have been received to date from the Crime Reduction Officer.
- 4.107 **Protected Species**
In light of the site visit and comments from the Council's own Woodlands and Environmental Officer the applicants are undertaking an ecological survey of the site. At the time of writing the findings have not been submitted to the Authority.

CONCLUSION

- 4.108 The principle of the development on the site has been established through the outline 97/00526/OUT. The current submission is for the agreement of Reserved Matters:
- Siting;
 - Design and external appearance of the buildings;
 - Means of access thereto; and
 - Landscaping and lighting.
- 4.109 The buildings proposed would be well located within the site, and would not result in adverse impacts on the surrounding residential dwellings. The designs proposed are modern and functional.
- 4.110 The level of parking proposed is considered acceptable and access to the parking areas is through an access road that is of an appropriate width, whilst the one way system proposed will allow vehicles to enter and leave the site in a forward gear. In addition the County Surveyor (Highways) raises no objections to the details.
- 4.111 Finally, the landscaping and lighting scheme proposed complements and enhances the built environment whilst guiding visitors through the site in a safe environment.

RECOMMENDATION

4.112 It is proposed that this Committee **RESOLVES** to **APPROVE** the application, subject to the following heads of condition:

- 1 SC4 Time Limits
- 2 SC14 Materials to be Used
- 3 Landscaping Scheme to be implemented in full and retained in the approved form
- 4 Details of the covered walkway between the station and terminal to be submitted and agreed
- 5 Parking areas to be implemented in full and retained in approved for and used for no other purpose that would impede vehicle parking
- 6 Ecological Assessment
- 7 A continuous footway (minimum of 2m) should be provided on both sides of the access from the small normal roundabout and on the northern side of the access road to the visitor centre

Relevant development plan policies and proposals:

MIN4, C2, BE7, BIW8, BIW9, T3, T6, T12 of the Essex and Southend-on-Sea Replacement Structure Plan

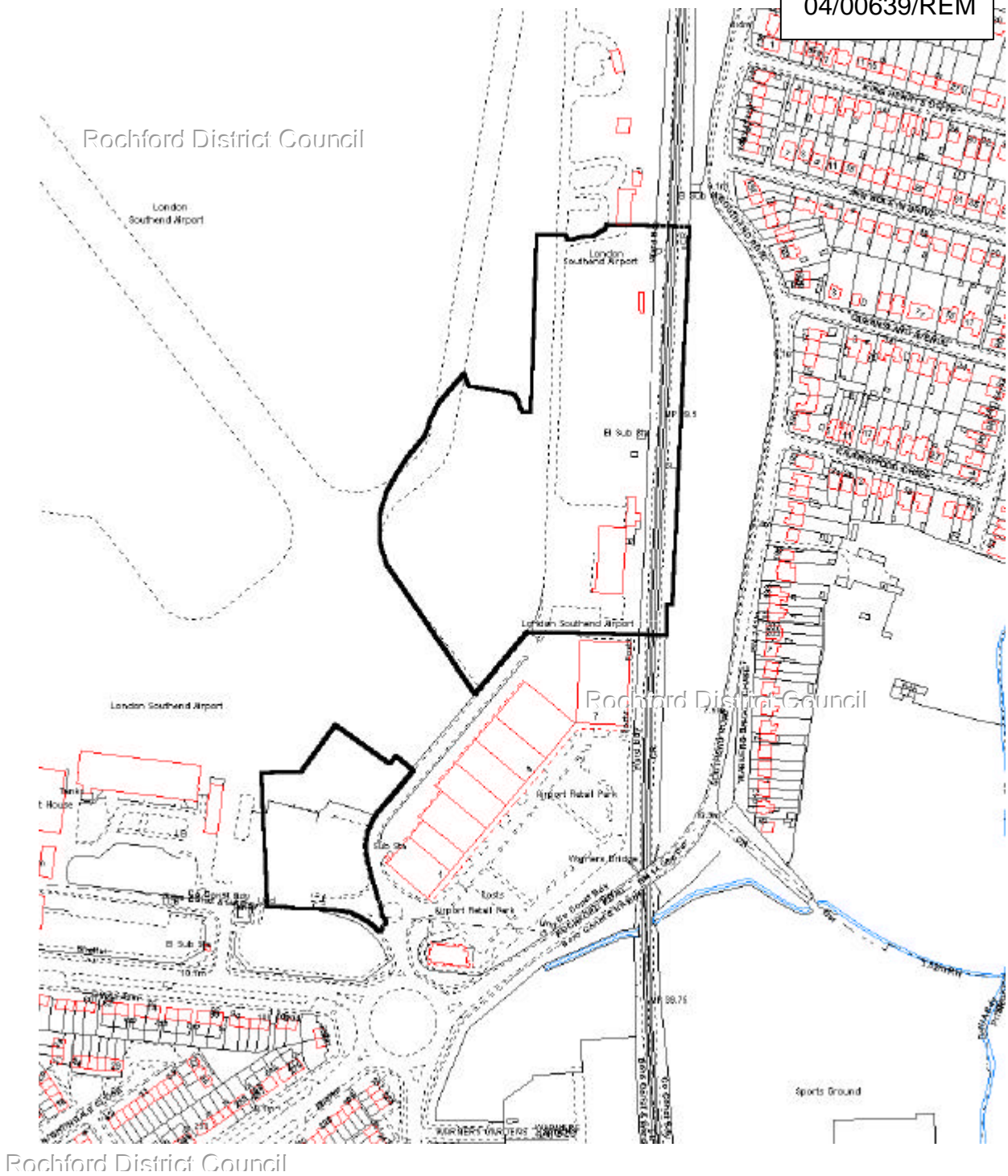
H24, TP11, TP12, GB1, EB1, EB5 of the Rochford District Local Plan First Review

CS1, CS3, CS5, CS6, CS9, TP1, TP2, TP5, TP10, TP11, EB6, R1, HP18, NR7 UT1, PN4, PN5, PN6, PN7 of the Rochford District Local Plan Second Deposit Draft



Shaun Scrutton
Head of Planning Services

For further information please contact Deborah Board on (01702) 546366.



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NTS



PLANNING SERVICES COMMITTEE - 21st October 2004 Item 5

TITLE : 04/00677/REM
DETAILS OF TWO STOREY BUILDING TO PROVIDE SPORTS
AND LEISURE CENTRE WITH OUTSIDE PLAYING
AREAS, SKATEBOARD PARK, ACCESS AND PARKING
AREAS
PARK SCHOOL RAWRETH LANE RAYLEIGH

APPLICANT : ROCHFORD DISTRICT COUNCIL

ZONING : EXISTING SECONDARY SCHOOL

PARISH: RAYLEIGH TOWN COUNCIL

WARD: DOWNHALL

PLANNING APPLICATION DETAILS

The Application Site

- 5.1 This application is to part of the former Park School site located on the southern side of Rawreth Lane. The current application is one part of a mixed scheme comprising a Spine Road, Residential development and Neighbourhood Centre, together with a new primary school. The site of the proposed sports centre is approximately midway southwards into the depth of the site on the eastern side. The site area is 1.21 ha (3 acres) The former Park School building is now demolished.
- 5.2 The site is immediately south of long established industrial premises at Imperial Park and west of allotments. The boundary to this part of the site is formed by an existing fence with an established hedgerow of varying height and thickness. A raised mound approximately 3-4 metres in height of earth forms a grassed bank currently acting as a buffer to the industrial area. The remainder of the site is covered in grassland that has been allowed to grow unmanaged over the last year or so.

The Planning Application

- 5.3 The proposed building would provide an indoor bowls area, an indoor sports hall providing 4 no. badminton courts or facilities for basketball or five-a-side football, 2 no. squash courts, aerobics studio and changing rooms. The ground floor reception area would include a bar, lounge and crèche. At first floor the proposal includes a gymnasium.
- 5.4 Outside the building the proposal would provide two netball/tennis/five-a-side football pitches which would be enclosed by wire fencing.

- 5.5 The proposal would provide 55 no. car parking spaces, together with a further 45 overspill car parking spaces provided on grasscrete surface.
- 5.6 The building would range from 3.6 metres in height at the reception area up to 10.15 metres at the rear, backing onto the industrial areas and allotments. This rear elevation and that to the proposed open space would be finished in flat metal composite cladding panels in grey and beige. This would be repeated to the elevation facing the car park and future neighbourhood centre and existing industrial buildings except for the reception area return which would feature a painted rendered panel and glazed areas. The front elevation facing onto the spine road would continue in these materials but would also feature natural wood veneer cladding.
- 5.7 The windows would be aluminium framed and double glazed. The roof would be finished in profiled metal roofing.
- 5.8 The application was revised on 11th September 2004 in response to comments raised by, in particular, the Essex County Council urban design team.

Revised Details

- 5.9 The revised application substitutes the beige cladding panels for a sandstone colour. The wood veneer panels have been modified to a smaller width to enhance the appearance. The roof material has been substituted for aluminium roof cladding with a standing seam. The applicant has also confirmed that the rendered section would be painted in terracotta finish.
- 5.10 The building has been modified to incorporate the storage building within the envelope of the building and improvements made to the orientation of the curved walling to the entrance detail to obscure the refuse and delivery area.
- 5.11 Externally the skateboard park has been located close to the building and a headroom barrier shown to the car park entrance.
- 5.12 The allocation of space for cycle parking is now shown, together with a revised car parking layout for 58 car parking spaces with a further 40 overspill car parking spaces. This amendment reduces the previous provision by 2 car parking spaces, but allows provision for the turning of coaches within the revised layout.
- 5.13 The applicant has now shown indicative landscaping, but this is not supported by details of the species and landscaping proposals.

Development Plan Policies

- 5.14 The site is allocated as Existing Secondary School in the Rochford District Local Plan First Review (1995).

- 5.15 The site is allocated for Mixed Use Development in the Second Deposit Draft Rochford District Replacement Local Plan (May 2004).

RELEVANT PLANNING HISTORY

- 5.16 01/00762/OUT
Outline application for a mixed use development comprising housing, neighbourhood centre, public open space, primary school and leisure centre.
Permission Granted 18th June 2003
- 5.17 04/00612/REM
Details of spine road, associated footpaths and footpath/cycleway, roundabout and turning facilities
Permission Granted 26th August 2004

CONSULTATIONS AND REPRESENTATIONS

- 5.18 **Essex County Council Highways and Transportation**
- 5.19 Advise that the application does not satisfactorily address condition 13 of the outline consent in that the details are not accompanied by a travel assessment. Therefore object on this basis until an acceptable assessment has been provided.
- 5.20 Advise that no part of this development should be brought into beneficial use until the primary access road has been provided up to an agreed level of construction.
- 5.21 The site boundaries and access arrangements should be set relative to the boundary of the access road which is currently subject to safety audit which could in turn affect both its shape and dimension.
- 5.22 The roundabout shown on this plan differs markedly from that proposed as part of the access road. This matter is the subject of further discussion with the County Council's consultants and will delay a formal response.
- 5.23 **Essex County Council Urban Design Specialist Advice**
- 5.24 Advise that the massing of the building is very monolithic with its single mono-pitch roof. Except for the north elevation, the blank facades give no indication from the surrounding open space that this would be a public building.
- 5.25 The design could be improved by dividing the roof into smaller areas with pitches or shapes related to the internal spaces and also allow some natural lighting internally.
- 5.26 The external appearance could also be improved with the addition of some glazing which would also provide a more sustainable method to artificial lighting.
- 5.27 The store to the south elevation looks like an afterthought.

- 5.28 The curved walls of the main entrance have not been exploited to provide an open and inviting space. The lounge area and crèche would be better located against the wall with glazing making it visible from the road.
- 5.29 The storage and deliveries area has been located in a prominent position facing the road whilst the lounge area is positioned internally with high level windows.
- 5.30 Recommend that a sample of the veneered cladding panel should be provided with proof that they will not weather in a few years to give a poor appearance.
- 5.31 **Sport England** - Notes that the master plan has relocated the proposed public open space to the south east corner of the site. Consider that the unfavourable shape of the playing field, combined with the siting of the proposed sports centre and associated outdoor facilities, prejudices the size of playing pitches that can be laid out. The original master plan allowed for two adjoining pitches that were of sufficient size to provide for senior or junior football. The proposed site layout would now allow only one such pitch.
- 5.32 Sport England concerned that they withdrew their original objection because in part due to the playing field provision shown in the original master plan. Object to this current detailed application because it prejudices the proposed playing field provision. Would be willing to withdraw this objection if one of the following changes were made to the application:
- The southerly of the two proposed netball/ tennis/ five a side courts were relocated to the east of the other court to increase the potential length of playing pitch in the south of these courts
 - Both of the proposed netball/tennis/five-a-side courts were relocated to the south of the proposed sports and leisure centre, roughly between the skateboard park and the site boundary, to allow an adequate senior/junior football pitch to be laid out to the east of the development.
 - Other changes are made to the proposed site layout of the sports and leisure centre, with a view to ensuring that adequate provision can be made for siting two football pitches suitable for senior and junior football on the land remaining for playing fields.
- 5.33 **Essex Police Architectural Liaison officer –**
- Recommends that the site should be contained within its own secure perimeter
 - Recommends that the Skateboard Park not be enclosed
 - Recommends that the Skateboard Park be illuminated
 - Recommends a height restriction barrier to the car park
 - Advises that ease of access throughout the site could lead to car crime, burglary and criminal damage
 - Recommends use of CCTV, security patrols and alarms to be considered now rather than remedial response later
 - Recommends gating to the refuse area to prevent abuse and risk of arson.

- Louvered panels on the building should be protected by wire welded mesh on the inside to prevent fire by pushing accelerants through.
- Requests the Council to support “Secured by design”

5.34 **Essex County Council Specialist Archaeological Advice** – Advise that the site was identified as containing the remains of an Anglo-Saxon Cemetery which has now been fully excavated preserving the deposits by record. No further archaeological recommendations are being made on this application.

5.35 **Rayleigh Civic Society** – Suggest that mid grey coloured panels would be preferable to the appearance of the building, given its bulk and mass.

5.36 Advise further on the need for street lighting to be provided around this complex and the whole of the spine road.

5.37 **Rayleigh Town Council** – Concerned that this development, combined with the housing scheme for 144 dwellings, will result in extra traffic congestion on Rawreth Lane.

5.38 **Rawreth Parish Council** – advise that apart from the excessively plain appearance of the building have no objections.

5.39 **Environment Agency** – No Comment.

5.40 **Head of Housing, Health and Community Care** –

5.41 Suggests the following conditions (summarised):

- Scheme of measures to control dust suppression during construction
- No burning on site
- SC43 (amplification prohibited)
- Results of noise survey
- Noise attenuation
- Monitoring of noise attenuation

Informatives

- Consideration of a “living barrier” as part of noise attenuation scheme
- Encouragement of best environmental performance of centre and surrounds

- 5.42 **Woodlands Officer** - Advises that the trees on overall development site were preserved because of their combined amenity value, especially those fronting onto Rawreth Lane. The plans submitted do not show these protected trees or their retention or removal. No supporting documentation has been provided to explain what trees are to be lost and what replacements could be provided. In short, no arboricultural information has been supplied by the applicant. Similarly, no information has been provided in relation to the ecological assessment of the site. Advises that further survey work is required.
- 5.43 Four letters have been received from residents in the vicinity of the site, which make the following comments and objections:
- Requests retention of the mature trees to the boundary of the site
 - Concern as to where the car parking area be located for the sports centre
 - Increase in traffic
 - Object to placement of skateboard park close to residential properties. Suggest re-siting to opposite side of the building adjoining the car park. Current proposal would require laying an additional and unnecessary path
- 5.44 Delivery and waste disposal areas located at the front of the building will add to noise and disturbance to an unacceptable level in addition to vehicles manoeuvring at the roundabout and access to the development.

MATERIAL PLANNING CONSIDERATIONS

Design and appearance

- 5.45 The proposed building would have a functional appearance similar to other sports centres that feature a structure with metal cladding finish. The applicant advises that it has not been possible to reduce the massing of the building because of the height requirements of the sports hall. It is not possible to introduce natural lighting to the playing areas of the building because sports activities require even illumination without contrast.
- 5.46 The revised details to the cladding colouring and amendments to the store building and delivery and refuse collection areas have modestly improved the appearance of the building from the previous proposal.
- 5.47 The location adjoins existing industrial buildings of functional appearance and will also adjoin the proposed neighbourhood centre as part of the completed development of the site. The applicant has been mindful to reduce the scale and impact of the building as it would front onto the spine road because of the future residential development opposite this part of the site.
- 5.48 The proposed sports centre building is acceptable in planning terms and would not appear visually detrimental amidst the mix of uses in existence and proposed for this site as a whole.

Car Parking

- 5.49 The proposed building would have a gross floor area of 3,100 square metres. The Council's adopted parking standard D2 requires the provision of a maximum of 140 car parking spaces to serve the building as proposed excepting lower provision within areas where other parking is located nearby. The submitted layout would achieve an overall provision of 98 car parking spaces.
- 5.50 The detailed views of The Highway Authority are still awaited at this time.

Means of Enclosure

- 5.51 The layout of the site is shown to remain essentially open in character with no fencing between the sports centre building and the adjoining areas. Necessary fencing about the skateboard park and tennis courts would comprise galvanised post and wire fencing to an overall height of 3.6 metres. Galvanised steel fencing 2.4 metres high is shown to enclose the outside chiller enclosure

Landscaping

- 5.52 Although the applicant has indicated on the submitted plan the two preserved trees to be lost and those to be retained, together with areas of landscaping, there have been no details so far provided of the type and species and methodology that will satisfactorily discharge Condition 7 of the outline consent.
- 5.53 The submission of these details is a requirement of Condition 7 of the outline consent to be submitted concurrently with the details of the building proposed for the reason of enabling the Local Planning Authority to retain adequate control over the landscaping of the site in the interests of amenity.
- 5.54 The Council's Woodlands officer advises that the two preserved trees are of value because of their collective amenity value taken together with the planting over the site as a whole.
- 5.55 The trees on this part of the site are not very substantial in their own right and were part of the general landscaping of the playing field area when the former school opened in the mid 1970's. The loss of these two trees can be offset by replacement replanting. This will provide alternative trees younger in age that will develop whilst those trees retained continue to grow.
- 5.56 The applicant has requested that the outstanding matters concerning landscaping are made the subject of a condition to any consent given.
- 5.57 A condition would be justified as part of any detailed consent requiring the submission and agreement of landscaping details. The necessary control desired at the outline stage would not be compromised.

Ecological Assessment

- 5.58 Condition 10 of the outline consent requires the submission of an ecological assessment and mitigation strategy building upon the conclusions of the survey document considered with the outline application. Whilst this information is required by the condition to be submitted concurrently with the reserved matters, this work is ongoing at the present time. The applicant, however, expects to submit the required information prior to the Committee.
- 5.59 An update on this matter will be provided on the addendum.

Travel Plan and Travel Assessment

- 5.60 The submission of a Travel Plan to promote sustainable travel methods is required by condition 12 of the consent, together with a Travel Assessment detailing traffic impact analysis, as required by condition 13.
- 5.61 The applicant advises that the required reports are being produced for the combined treatment of residential, school and sports centre sites. These reports are outstanding at the time of writing, but it is anticipated that they will be received prior to the Committee, enabling consultation and a view from the County Highway Authority.
- 5.62 The applicant advises that it is anticipated that the maximum number of members in the leisure centre at any one time will be 100. Car usage is expected to be in the region of 50%-60%. Peak usage at evenings and weekends will occur when other uses on the overall site will have dropped off. The applicant anticipates two deliveries of consumable items to the centre daily.

Car Parking and Transport Arrangements

- 5.63 The submitted layout demonstrates provision on the site for car parking with space allocated for cycle parking. The applicant states that motorcycle parking will utilise the proposed car parking spaces. The layout shows the provision of footpaths and circulation areas about the site. Subject to the satisfactory views of the Highway Authority being received, Condition 14 of the outline consent can be considered discharged.

Flood Risk Assessment

- 5.64 The applicant advises that this matter is being addressed by other operators on the site with a view to providing a joint solution, save for the neighbourhood centre. There is particular advantage to this approach as the whole issue can be addressed in a planned way rather than piecemeal through separate means on individual parts of the site. Whilst the outline consent requires this matter to be considered concurrently with these reserved matters, it is reasonable to apply the condition to this detailed consent stating that the building approved shall not be constructed until this condition has been satisfied and appropriate flood attenuation measures agreed and implemented prior to suitable stages of construction.

Archaeological Requirements

- 5.65 Condition 17 of the outline consent required the submission of the results of a field evaluation concerning archaeological deposits remaining on the site. This condition has now been discharged and the County Archaeologist has no further comment to make.

Layout of Playing Fields

- 5.66 Notwithstanding the comments from Sport England, it is understood that the layout of the leisure centre within the overall area of open space will allow for the development of two adjoining pitches of sufficient size to provide for senior or junior football.

CONCLUSION

- 5.67 The proposed sports centre building is of a utilitarian design and form that is not uncommon for this type of building, given its location and mixed use surroundings, the building and its grounds would be satisfactory.
- 5.68 The application, subject to appropriate conditions, complies with the terms of the outline consent, subject to no adverse issues being raised with regard to the outstanding ecological and highway requirements.

RECOMMENDATION

- 5.69 It is proposed that this Committee **RESOLVES** to **APPROVE** the reserved matters, subject to no adverse comments being received with respect to the outstanding matters of the ecological assessment, Travel Plan and travel Assessment and to the following conditions:

- 1 SC14 Materials to be used (Externally)
- 2 SC58 Landscape Design – Details (Reserved Matters)

- 3 No development shall commence before the submission of a Flood Risk Assessment reflecting the requirements of paragraphs 42,60 and 72 of PPG 25 has been submitted and agreed in writing by the Local Planning Authority. The assessment shall fully explore the implementation of Sustainable Drainage Systems (SuDS) in preference to conventional sewers. Such a scheme of drainage as may be approved by the Local Planning Authority shall be fully implemented concurrently with the development hereby approved.
- 4 No development shall commence before the submission of measures for the control and suppression of dust emissions generated during the construction of the proposed development shall be submitted to and agreed in writing by the Local Planning Authority. Such works as may be agreed shall be implemented in the approved form prior to the commencement of the proposed development and shall be maintained in the approved form for the duration of the construction of the development hereby approved.
- 5 SC43 Amplification prohibited.
- 6 Prior to the commencement of the development hereby approved, a full scheme of measures to provide noise attenuation to the proposed sports centre building and outside recreation areas shall be submitted to the Local Planning Authority. The scheme to be submitted shall include:
 - The results of a noise survey conducted by the applicants
 - Methods for the attenuation of noise
 - Due regard to the potential mechanisms for preventing the potential noise from the proposed leisure centre and skateboarding facility and effects upon the neighbouring residential and educational developments proposed on the greater part of the site and shall have regard to construction materials, a physical barrier, a buffer zone separation) and boundary planting as well as building orientation and layout as well as potential noise from externally sited equipment and machinery

The noise attenuation mechanism as may be agreed by the Local Planning Authority shall be implemented in its entirety. The properties of the noise attenuation mechanism shall be monitored following installation and the results submitted to the Local Planning Authority. Should this survey show that the noise attenuation system is insufficient, the applicant shall submit further works for noise attenuation to the Local Planning Authority. Such further works as may subsequently be agreed shall on completion and implementation be further monitored and the subject of further improvement should the Local Planning Authority consider such action necessary.

Relevant development plan policies and proposals:

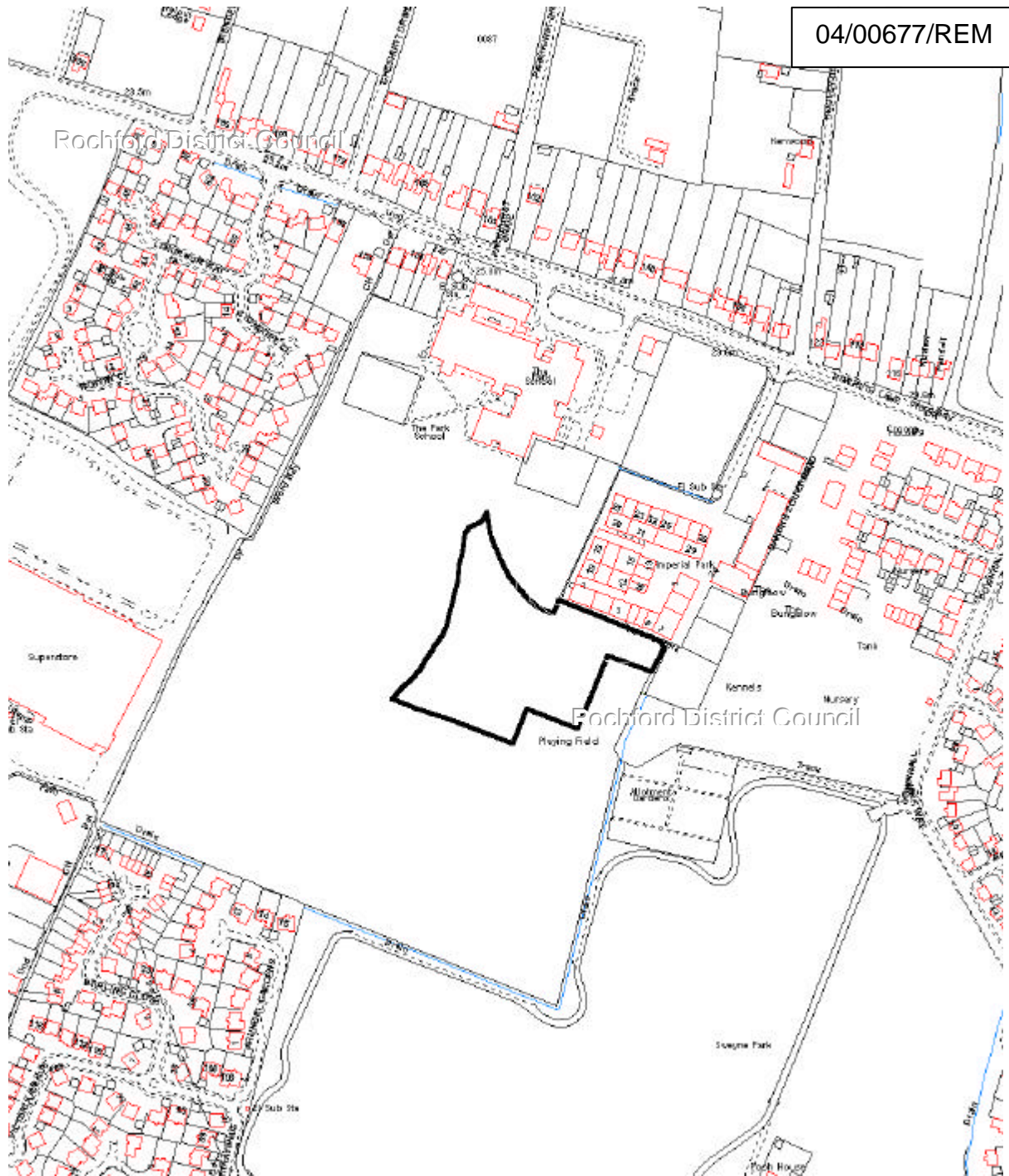
H11, GB1 of the Rochford District Local Plan First Review

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

Shaun Scrutton
Head of Planning Services

For further information please contact Mike Stranks on (01702) 546366.

04/00677/REM



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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.**