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20 April 2010

**Rochford Submission Core Strategy Examination
Representations on Behalf of Mr G Marshall
Statement of Common Ground**

The following represents matters that are agreed between the Council and Mr G Marshall prior to the Examination, and is presented as a Statement of Common Ground.

1. a plan was included with the Regulation 25 draft of the Core Strategy which showed strategic gaps between settlements. The area south of the objection site at Peggle Meadow was not shown as a strategic gap (appendix 1).
2. the vast majority of the Peggle Meadow site is unaffected by fluvial flood and is entirely free from tidal flood risk as shown by the Environment Agency (EA) within the Southend Watercourses Study and shown on the plan appendix 2. The part of Peggle Meadow proposed for housing is entirely unaffected by flood. The Prittle Brook Greenway link is proposed to run parallel with the brook, thereby distancing any proposed development.
3. Construction work is advanced on the new railway station at Southend Airport and the target for completion and opening is June/July 2010. The completed railway station will lie some 140 metres to the west of Peggle Meadow (current position shown on photograph at appendix 3).
4. the land at Peggle Meadow is within potential walking distance of the major employment opportunities at the airport and to the employment area of Temple Farm Industrial Estate in Southend.
5. The implementation of the Prittle Brook Greenway no 18 through the site will lead to sustainable transport benefits, recognised by Sustrans, appendix 4.

ROCHFORD DISTRICT CORE STRATEGY

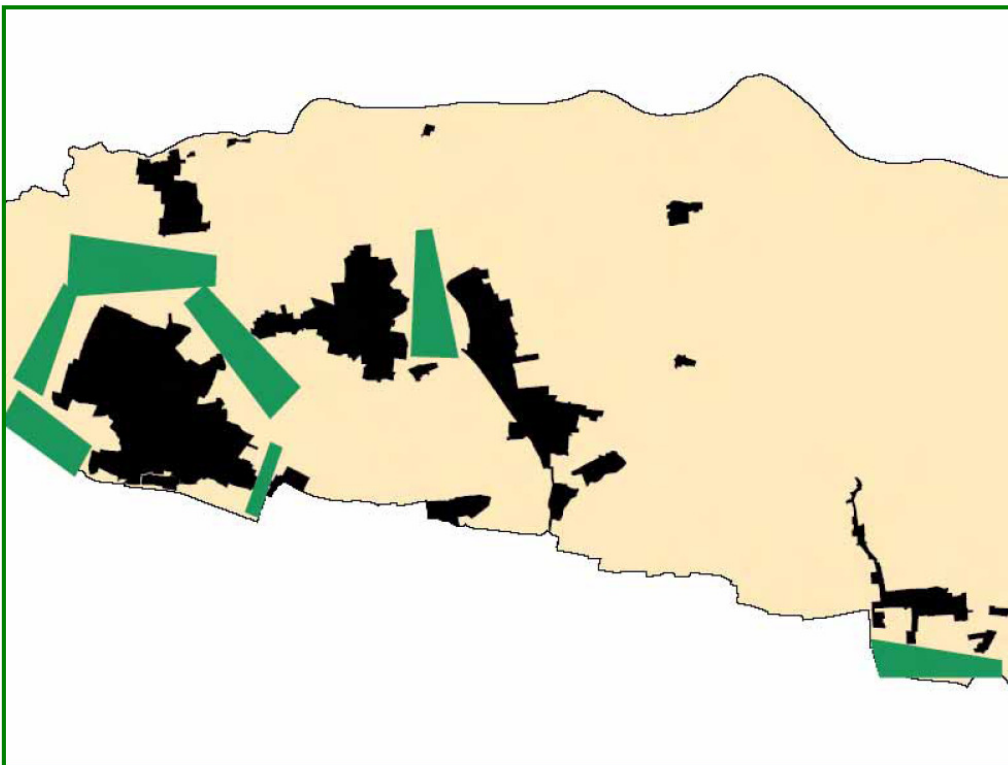
REGULATION 25 DRAFT




APPENDICES

A

APPENDIX A – Indicative Strategic Gaps

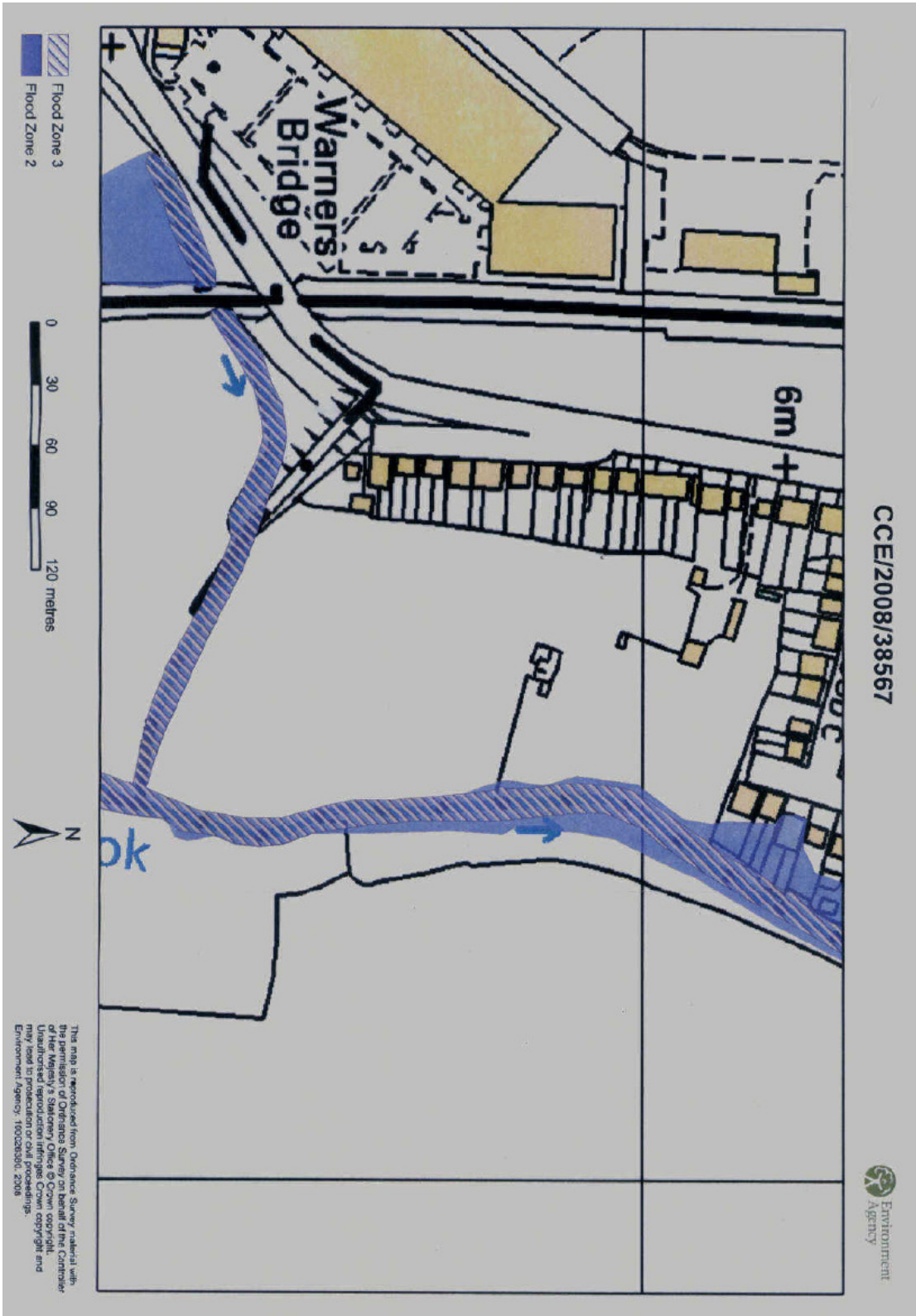


KEY

 Strategic Gaps

Appendix 2

Letter and Plan from Environment Agency



Appendix 3

Photograph of Station Construction





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Gerry Marshall
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8th April 2010

Dear Gerry

Peggle Meadow and Rochford Core Strategy

I refer to our recent telephone conversation and your comments about the Core Strategy. I had not realised that the Core Strategy had already appeared to rule out the Peggles Meadow site for development and had thought that this would be a matter for the Allocations document and apologise for not responding earlier on this. In terms of sustainable transport opportunities the site that you have discussed has a great deal going for it, particularly given its proximity to the proposed rail station and the opportunities for a Greenway along the Prittle Brook, which could provide a very good walking and cycling link with Southend. There are of course wider planning issues to consider and I must assume that these have been considered to outweigh the sustainable transport benefits.

Sustrans remains keen to work with you to see the development of this important Greenway.

Yours sincerely

Nigel Brigham
Regional Director

