



**Rochford District Council**

# **ANNUAL MONITORING REPORT**

**SUBMITTED VERSION**

**December 2005**



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## INTRODUCTION

This Annual Monitoring Report (AMR) provides information and data on a number of planning issues for Rochford District for the year April 1<sup>st</sup> 2004 to March 31<sup>st</sup> 2005.

2004-05 saw the introduction of a new development planning system. As well as working on the Local Development Framework (LDF), Rochford proceeded with the implementation of the Rochford District Replacement Local Plan (RDRLP) to supersede the Local Plan First Review 1995. As of 31<sup>st</sup> March 2005 the Second Deposit of the Replacement Local Plan was mid inquiry.

The AMR examines the progress of the LDF and Local Plan, as well as an assessment of a number of other issues that are of relevance to the planning of the district.

The criteria covered in the AMR are as outlined in the Monitoring chapter of RDRLP (Second Deposit Draft) and, where applicable, as recommended in *Local Development Framework Core Output Indicators* by ODPM.

Matters not covered in this year's AMR which the Local Planning Authority (LPA) intends to examine in future years include the following:

- Accessibility standards for major development sites
- Diversification from agriculture
- Appropriate development in the Green Belt
- Biodiversity and nature conservation, including changes in number of regionally distinctive species
- Leisure facilities supply / demand
- Renewable energy

The LPA has a Service Level Agreement with Essex County Council that will aid in the collection of data for future AMRs.

## DISTRICT CHARACTERISTICS

### INTRODUCTION

Rochford district is situated in South Essex within a peninsula between the Rivers Thames and Crouch, and is bounded to the east by the North Sea. The district has land boundaries with Basildon District and Castle Point and Southend-on-Sea Borough Councils. It also has marine boundaries with Maldon and Chelmsford districts. It has communication links to London by both road and rail, and is home to London Southend Airport.

### POPULATION

The following text and graphs are based on data from the 2001 Census, unless otherwise stated.

#### Total Population

Total population: 78,489  
Male: 38,139  
Female: 40,350

#### Age

Figure 2.1 is a population pyramid which illustrates the demographic composition of the Rochford district's population by sex and age. The figure also show the UK average as a form of comparison.

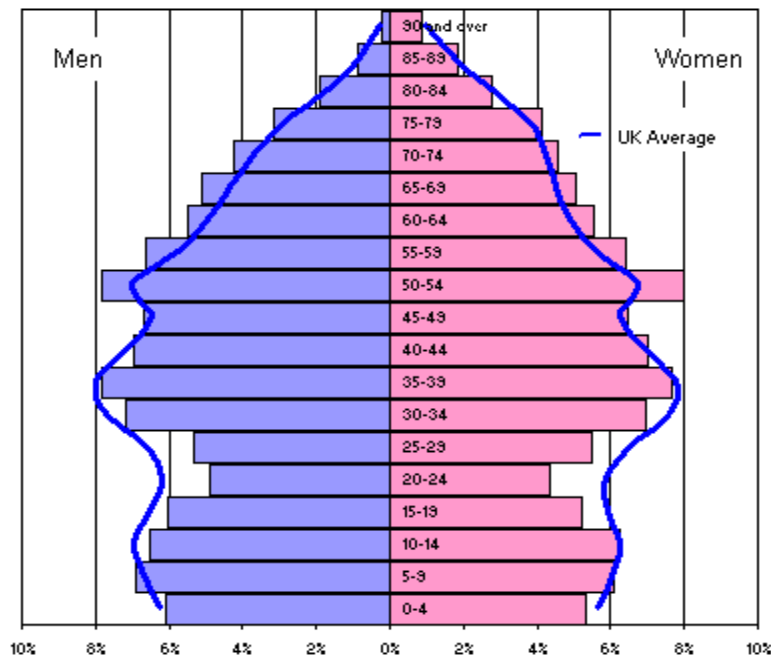


Figure 2.1 – Population pyramid for Rochford district from 2001 Census, with age on the vertical axis. Taken from Office for National Statistics ([www.statistics.gov.uk](http://www.statistics.gov.uk)).

The narrow base and relatively wide top of the population pyramid for Rochford district are indicative of an ageing population.

Figures 2.2, 2.3 and 2.4 compare the percentage of the district's population aged 0-15, 16-64, and 65 plus, respectively, against regional and national figures.

Figure 2.2 - Percentage of Population Aged 0 - 15

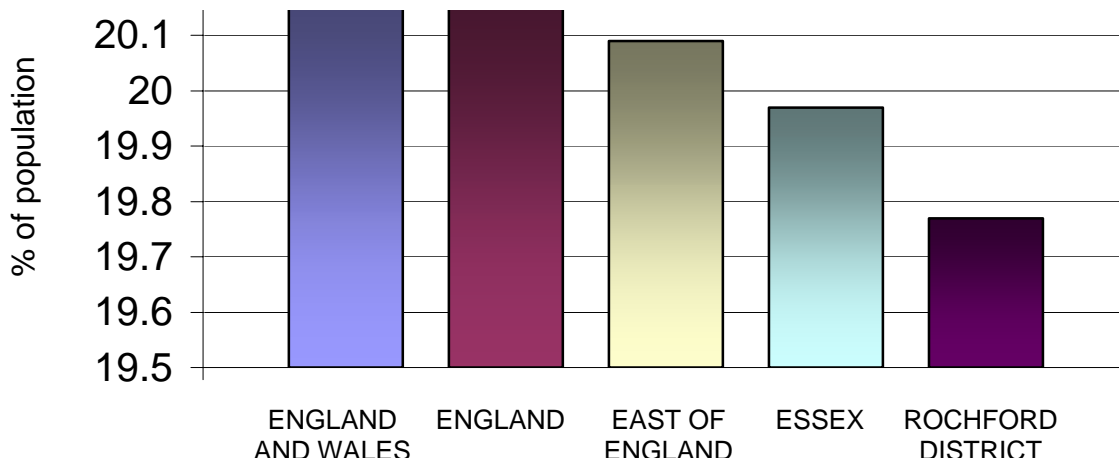


Figure 2.3 - Percentage of Population Aged 16-64

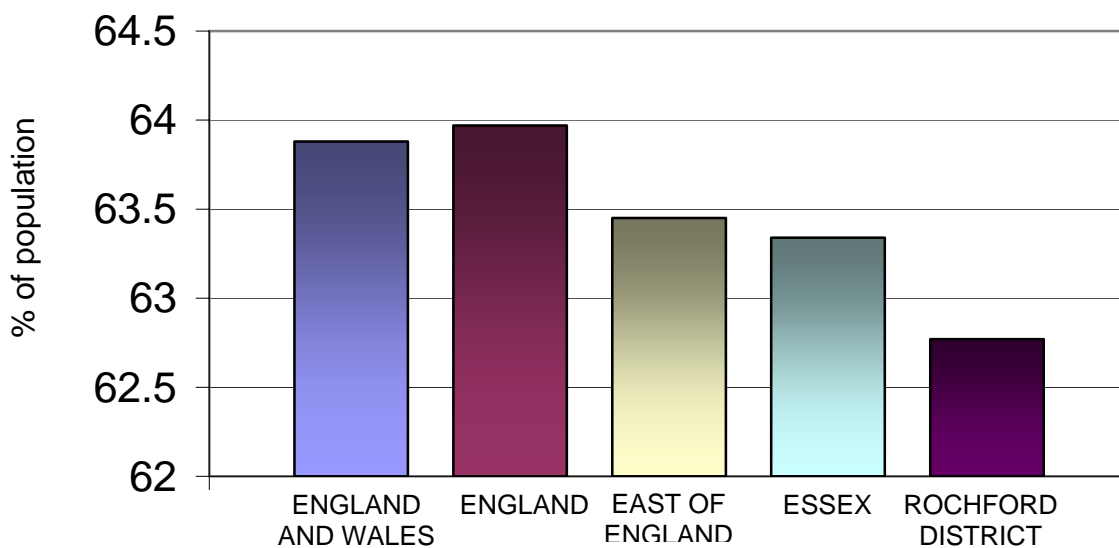
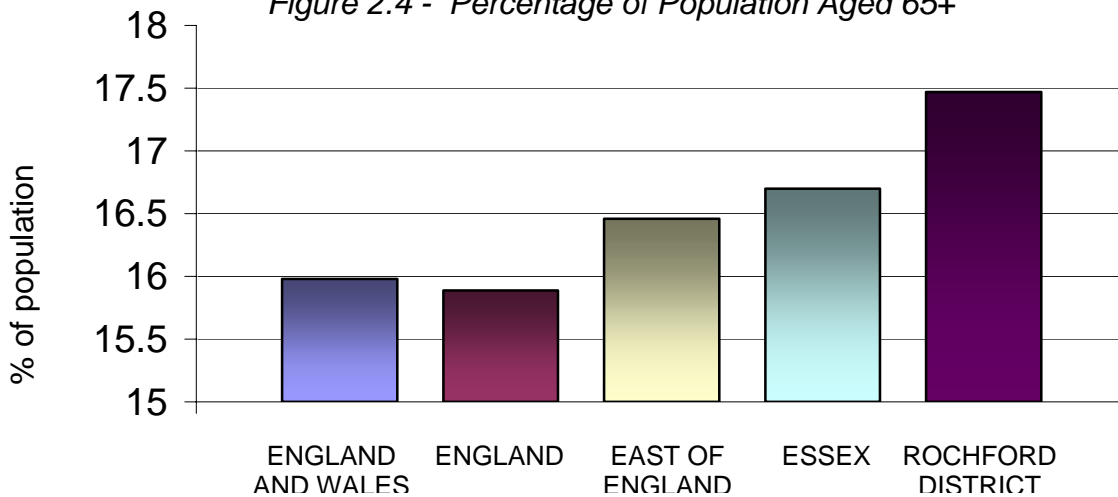




Figure 2.4 - Percentage of Population Aged 65+



The proportion of 0 - 15 year-olds represents the proportion of the population that are likely to not yet be economically active, are still in full-time education and are considered dependent.

The proportion of 16-64 year-olds represents the proportion of the population considered to be of an economically active age and independent.

The proportion of 65 plus year-olds represents the proportion of the population that are likely to be no longer economically active.

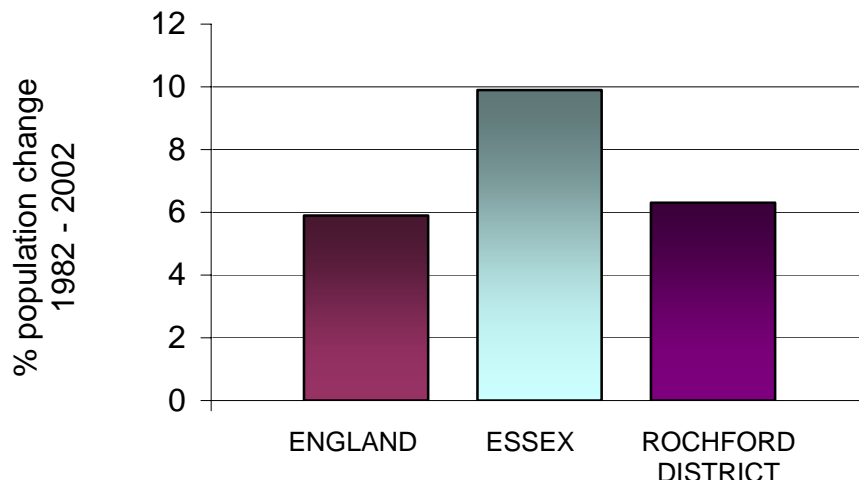
Clearly not everyone within the above age groups will share such characteristics, but these generalisations based around age provide a guide to the demographic composition of the district.

The data collected from the 2001 census shows that Rochford district has a higher than average percentage of people aged 65 and over, with the proportion of people in the 0 - 15 and 16 - 64 age ranges lower than the county, region and national averages.

### Population Change

The population of Rochford district increased by 6.3% between 1982 and 2002. This was above the national average, but below the average for the county, as illustrated in Figure 2.5.

Figure 2.5 – Population change



## Households

The district has one of the lowest proportions of single people (never married), and one of the lowest proportions of one-parent households in the UK. Relatively few of the district's households contain unmarried co-habiting couples, but it does have a high proportion of married couple households. The average household size in the district is 2.44, which is marginally larger than the average for England and Wales of 2.36.

Of the 376 districts in England and Wales, only 3 have a higher proportion of owner-occupied households than Rochford. 27,400 of the 31,952 households with residents in the district are owner-occupied.

## Employment and Economy

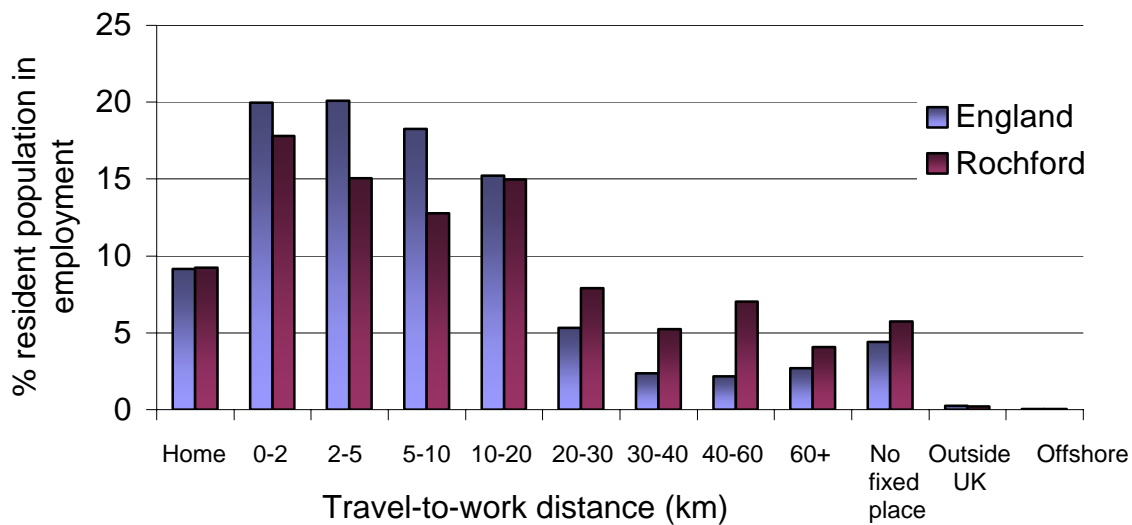
The district is relatively affluent. The Indices of Deprivation 2004, produced by the ODPM, ranked Rochford district as 316 out of 354 districts, making it one of the least deprived districts in England.

In 2004, of the people in Rochford of 'working age' (men aged 16-64, women aged 16-59), the employment rate was 79.2%. This compares with an average of 75% for Great Britain.<sup>1</sup>

A relatively high proportion of Rochford district residents in employment commute outside the district to work. The district has communication links with London by road and rail. Rochford, Rayleigh and Hockley have stations on the Liverpool Street line providing easy access to London. The district also has good communication links with the adjacent urban area of Southend. Figure 6 shows the distances that the resident population of Rochford district commute to work, compared to the average for England.

<sup>1</sup> Source: ONS, cited at [www.national.statistics.gov.uk](http://www.national.statistics.gov.uk)

Figure 2.6 - Travel-to-work distances of resident Rochford District population in employment



## PLANNING LAND USE DESIGNATIONS

The district is predominantly rural in character comprising 12,763 hectares of Metropolitan Green Belt.

There are three main residential areas, together with a number of smaller settlements and dwellings located sporadically throughout the Metropolitan Green Belt.

There are 331 Listed Buildings in the district and 10 Conservation Areas covering a total area of 98.5 hectares.

The district contains a number of sites of ecological importance reflected in the designation of 12,986 hectares as Sites of Special Scientific Interest, as well as a number of Wildlife Sites and Local Nature Reserves.

7,071 hectares of the district have a 1% annual probability of fluvial flooding and / or a 0.5% annual probability of tidal flooding, as calculated by the Environment Agency.

Other designations in the district include land for industrial and retail purposes, public open space, as well as a Country Park which is proposed as part of the Second Deposit Draft of the Replacement Local Plan.

# LOCAL PLAN AND LOCAL DEVELOPMENT FRAMEWORK PROGRESS

## **Local Plan**

In 2004-05 Rochford continued progress towards the Replacement Local Plan which will ultimately supersede the Local Plan First Review 1995.

By 31<sup>st</sup> March 2005 the Replacement Local Plan was at Second Deposit stage and was mid inquiry.

The Replacement Local Plan is scheduled for adoption before April 2006.

## **Local Development Framework**

The Local Development Schedule (LDS) was adopted in March 2005.

This document sets out the timetable for the production of the various documents that will comprise the Local Development Framework. The production of these documents within the designated timescale will be reviewed in future Annual Monitoring Reports.

## RESIDENTIAL

The LPA produces an annual statement setting out the position regarding the availability of residential land in the district, this forms part of the Council's Annual Monitoring Report. It allows a comparison to be made between the amount of available land and the housing requirement as identified in the Essex Structure Plan Second Alteration, the Essex and Southend-on-Sea Replacement Structure Plan and the Rochford District Local Plan First Review. It also provides information about the sites which are available for residential development in Rochford District as at 1st April 2005. The report also provides an analysis of the location of new dwellings in the District, and whether sites being developed are greenfield or have been previously developed.

### Background

The following documents have particular relevance to the calculation of residential land availability:

- Essex and Southend-on-Sea Replacement Structure Plan;
- Rochford District Local Plan First Review;
- Rochford District Replacement Local Plan Second Deposit and Planning Policy Guidance Note 3 (Housing).

### The Structure Plan

The Essex Structure Plan Second Alteration required that 4,400 net new dwellings be provided in Rochford District between 1986 and 2001 this has been achieved.

The Essex and Southend-on-Sea Replacement Structure Plan (April 2001) covers the period up to 2011. This provides the strategic framework for housing development in the County. Policy H1 requires that 3,050 net new dwellings be provided in Rochford District between 1996 and 2011.

The Replacement Structure Plan recognises that residential development within the District is constrained by a number of planning factors including limited economic potential, remoteness from the County's main strategic transport routes and the importance of safeguarding the Green Belt and other environmental designations. In response to the Replacement Structure Plan and PPG3, Rochford District Council commissioned an urban capacity study, which assessed whether there is sufficient capacity within the urban area of the District to accommodate the dwelling requirement for the period up to 2011.

## **The Local Plan**

The distribution of new dwellings within the District is not the duty of the structure plan, but the local plan produced by the District Council. The local plan identifies suitable sites for residential development within an overall strategy for the development of the District. Rochford District's housing supply is primarily influenced by Green Belt policy that seeks to restrict further development to the existing built up areas.

The Rochford District Local Plan First Review covers the period up to 2001. It will remain as the adopted local plan for the District until the Replacement Local Plan is produced. Policy H3 of the Local Plan First Review lists sites for residential development, all but a handful of which have been completed.

## **Planning Policy Guidance Note 3: Housing**

In addition to allocating sufficient land to comply with the housing strategy of the Replacement Structure Plan, the Local Planning Authority is also required to ensure that adequate housing land is available in accordance with the provisions of **Planning Policy Guidance Note 3 (PPG3)**. In particular, reviews of housing requirements and the ways in which they are to be met should occur at least every five years.

The new PPG3 stresses the importance of monitoring. In particular, paragraphs 76 and 77 note, as follows:

*"Effective monitoring is essential to the strategy of maintaining an adequate supply of land and buildings for housing and to enable its managed release.*

*"Monitoring should include the: numbers of dwellings provided in a plan area; proportion of dwellings provided on previously-developed land or by re-use of existing buildings; numbers of dwellings provided on windfall sites; numbers of affordable dwellings provided; the variety of types and mix of sizes of housing; density of new development; and car parking provision."*

## **Definition of Land Available**

For the purposes of this report it has been taken that residential land availability includes all sites with the benefit of a current planning permission for residential development, less any completed units within those sites, together with those vacant sites that do not have the benefit of a current planning permission but which have been identified for residential development in the Rochford District Local Plan First Review. The total for sites without planning permission also includes sites where a valid planning permission has expired and the site is still available for residential development.

The survey aims to arrive at net figures to show the change in housing stock. Net figures are calculated by subtracting the number of potential units lost (potential demolitions and possible dwelling losses from change of use) from the total number of outstanding dwellings on sites with permission and the total estimated capacity of sites without planning permission.

## **Calculating the Potential Capacity of Sites Without Planning Permission**

In order to determine the potential density of development on those sites identified for development which do not have the benefit of a valid planning permission, local environmental considerations have been taken into account, together with the provisions of the development plan which covered the period up to 2001.

Policy H2 of the Rochford District Local Plan First Review states:

*“New residential development should normally be carried out at a net residential density appropriate to the character of individual sites and their surroundings and the efficient use of land.”*

and Appendix 1, paragraph A1.5.2 goes on and states:

*In certain circumstances densities could be substantially lower than 30 dwellings per hectare where the surrounding character and density of development justify it, and will negotiate for lower densities of development in such cases.*

*In considering higher density residential development the Local Planning Authority will indicate its preference for layouts with only a minimum proportion of terraced dwellings and separate garage courts.”*

Since the adoption of the Rochford District Local Plan new guidance on development density has been published in PPG3. This guidance is reflected in Policy HP3 of the Rochford District Replacement Local Plan which states that the density of new residential development must not be less than 30 dwellings per hectare and best use of land will be achieved in the range of 30-50 dwellings per hectare.

## **Intensification**

The general definition relating to land which is available for development within the District made no allowance for increasing densities within existing residential areas through the development of unidentified sites for housing including infilling and the development of private gardens. This “thickening up” of residential densities is normally referred to as intensification and has made a substantial contribution to the housing stock in the past. Accordingly, the Essex Structure Plan accepted that it is important to include an allowance for intensification of built up areas in the housing strategy. Rochford District Council concurred with this opinion and considers that intensification will continue to contribute to the housing figures throughout the period of the development plan. In giving consent for development the Council will, however, take into account the provisions of policy H2 that any new residential development should be carried out at a net density appropriate to the character of the site and its surroundings.

## **Using this Report**

This report is divided into two further parts. The first summarises the results of the land availability study and contains an assessment of the adequacy of the land supply. The second is the Land Availability Schedule, which consists of a list of sites that are available for new dwelling units. For ease of reference this has been broken down into large sites comprising twelve dwellings and above, and small sites (less than twelve dwellings). Each site is identified by a unique reference number and depicted on a series of maps for ease of location.

Dwellings are recorded in the Land Availability Schedule as under construction from the date when the laying of foundations first began and are not recorded as completed until such time as the dwelling becomes ready for occupation.

## **The Building Process**

The building programme is an ongoing process with housing completions and new sites constantly coming forward for development. The land availability figures will thus fluctuate from day to day. In order to overcome this problem the schedule represents a ‘snapshot’ of house building in the District as at 1st April 2005.



## Results of the 2004/05 Residential Land Availability Study

Table 4.1 – Sites with planning permission

Area (Ward)	Units	Completed as at 31/3/05	Completed 04/05 (gross)	Actual units lost	Completed 04/05 (net)	Outstanding units (gross)	Potential units lost	Outstanding units (net)
<b>Ashingdon &amp; Canewdon</b>	20	1	1	2	-1	19	6	13
<b>Barling &amp; Sutton</b>	11	7	0	0	0	4	0	4
<b>Foulness &amp; Great Wakering</b>	50	17	1	2	-1	33	1	32
<b>Hawkwell North</b>	131	102	6	3	3	29	2	27
<b>Hawkwell South</b>	25	0	0	0	0	25	0	25
<b>Hawkwell West</b>	54	19	6	3	3	35	2	33
<b>Hockley Central</b>	39	16	14	2	12	23	1	22
<b>Hockley North</b>	13	5	2	1	1	8	1	7
<b>Hockley West</b>	15	0	0	1	-1	15	5	10
<b>Hullbridge CP</b>	44	8	7	5	2	36	5	31
<b>Paglesham CP</b>	0	0	0	0	0	0	0	0
<b>Rochford CP</b>	363	56	2	2	0	307	8	299
<b>Stambridge CP</b>	0	0	0	0	0	0	0	0
<b>Sutton CP</b>	0	0	0	0	0	0	0	0
<b>Downhall &amp; Rawreth</b>	277	77	23	0	23	206	2	204
<b>Grange &amp; Rawreth Ward</b>	22	15	15	0	15	7	2	5
<b>Lodge Ward</b>	26	9	3	2	1	17	1	15
<b>Rayleigh Central Ward</b>	4	0	0	1	-1	4	1	3
<b>Sweyne Park</b>	19	1	1	0	1	18	1	17
<b>Trinity Ward</b>	89	1	1	1	0	88	0	88
<b>Wheatley Ward</b>	17	2	2	1	1	15	3	12
<b>Whitehouse Ward</b>	80	1	1	0	1	79	3	76
<b>TOTAL</b>	<b>1299</b>	<b>337</b>	<b>85</b>	<b>26</b>	<b>59</b>	<b>968</b>	<b>44</b>	<b>923</b>

Table 4.2 – Sites without planning permission

Area (Ward)	Greenfield site	PDL	TOTAL
Ashingdon & Canewdon	0	0	0
Barling & Sutton	0	2	2
Foulness & Great Wakering	2	3	5
Hawkwell North	3	0	3
Hawkwell South	4	12	16
Hawkwell West	0	0	0
Hockley Central	4	0	4
Hockley North	0	0	0
Hockley West	1	0	1
Hullbridge CP	1	3	4
Paglesham CP	0	0	0
Rochford CP	4	0	4
Stambridge CP	0	0	0
Sutton CP	0	0	0
Downhall & Rawreth	3	0	3
Grange & Rawreth Ward	2	0	2
Lodge Ward	0	3	3
Rayleigh Central Ward	1	0	1
Sweyne Park	2	5	7
Trinity Ward	3	2	5
Wheatley Ward	5	2	7
Whitehouse Ward	9	0	9
<b>TOTAL</b>	<b>32</b>	<b>44</b>	<b>66</b>

## Completions in Plan Period 1996-2005

The Replacement Structure Plan Policy H1 allocates a total of 3050 net dwelling units to be constructed within the District in the period April 1996 to March 2011.

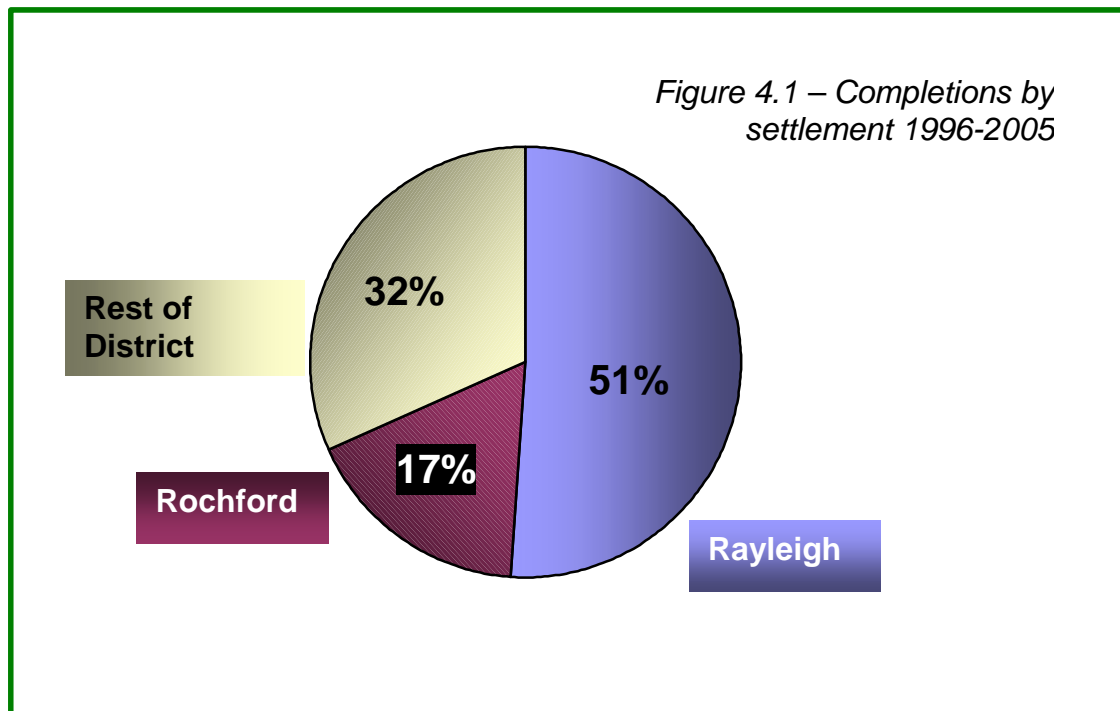
Table 4.3 details the completions in the District since 1996:

Net housing provision	3050 dwellings
Less completions April 1996 - March 2005	2380
<b>Remaining requirement</b>	<b>670 dwellings</b>

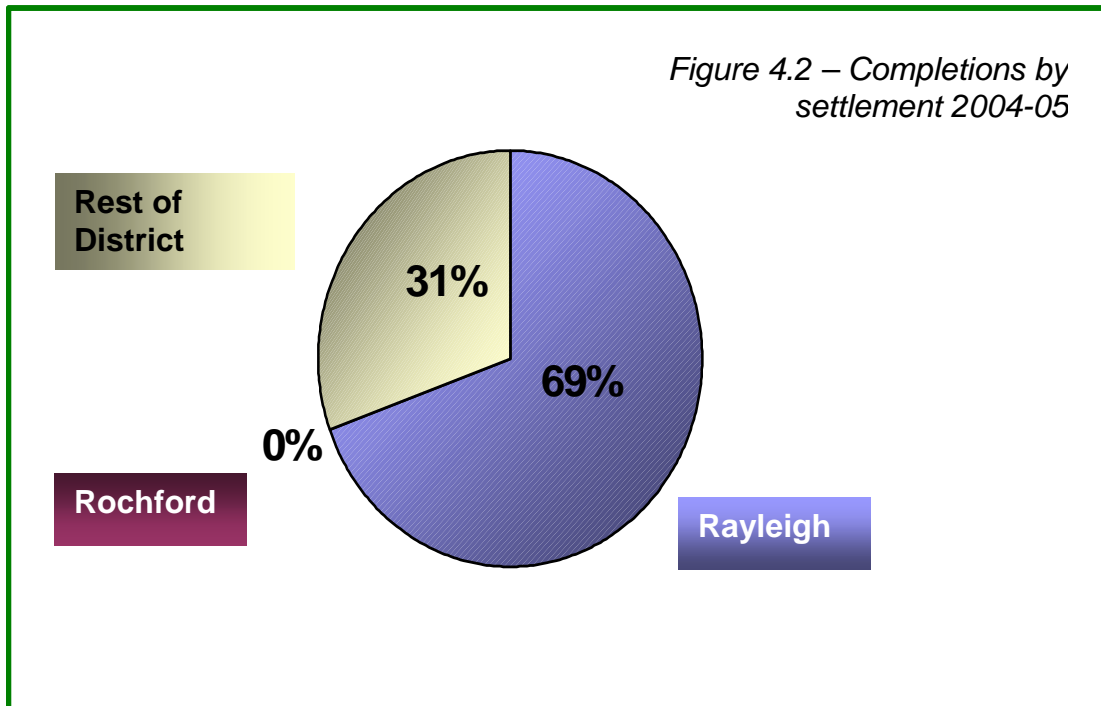
*Table 4.3 – Completion since 1996*

## Completions by Settlement in Plan Period to Date 1996-2005

Diagram 1 shows that just over half (51%) of the net dwelling completions in the District have been in Rayleigh. This reflects completions on large sites allocated in the Local Plan First Review 1995.



The majority of net completions in the District occurred in Rayleigh during 04-05, as illustrated by Figure 4.2. There was no net gain of dwellings in Rochford Parish during this time period.



### Windfall Sites

Windfall sites are those which have not been specifically identified as being available through the operation of the local plan-making process. They comprise previously developed sites that have unexpectedly become available over time, which were not anticipated by the LPA when local plans were in preparation.

Windfall sites have been granted planning permission in accordance with adopted local plan policies. These could include for example, large sites such as might arise from a factory closure or very small changes to the built environment, such as a residential conversion, change of use of a small office to a new home, or a new flat over a shop.

Table 4.4 shows the contribution of windfall sites to the District's housing figures in 2004-05.

	Dwelling units (net) 2004-05
Windfall completions	-1
Windfall units outstanding	109

*Table 4.4*

## Greenfield and PDL Development

PPG3 states that it is preferred to locate residential development on previously developed land (PDL), as opposed to greenfield sites. Maximising the use of previously developed land contributes to more sustainable patterns of development (paragraph 21). The use of previously developed land aids regeneration and minimises the amount of greenfield land that needs to be taken for development (paragraph 22).

Figure 4.3 shows the proportion of completions undertaken on PDL and greenfield land in Rochford District in 2004-05.

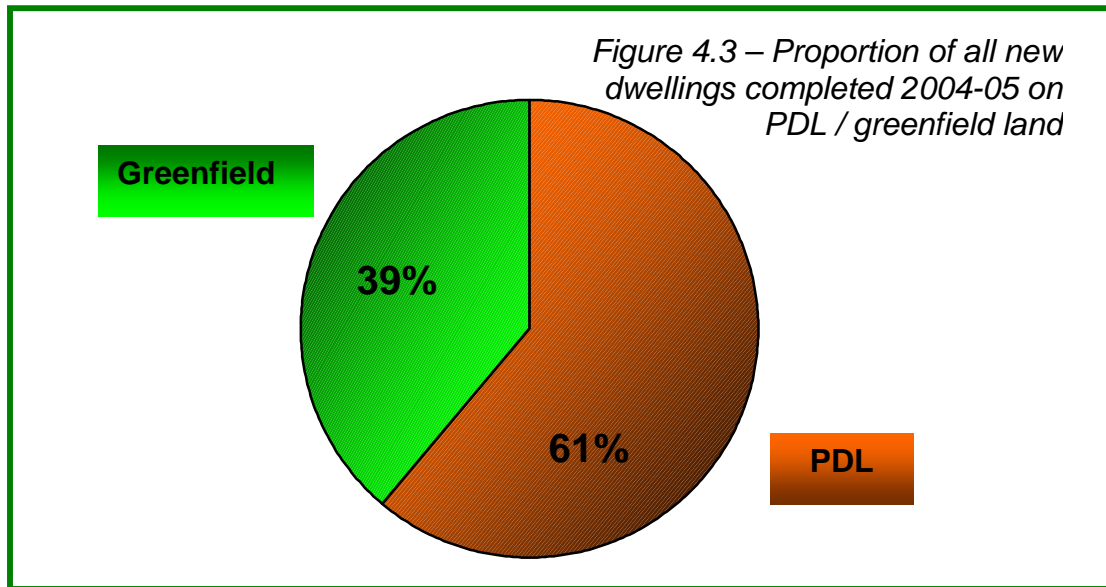
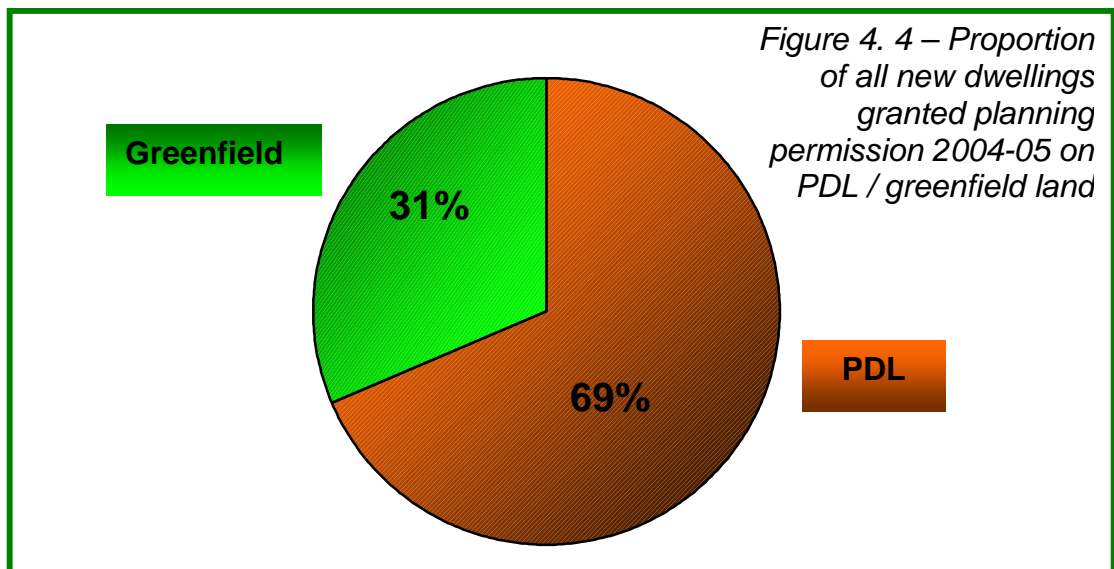


Figure 4.4 shows the proportion of new dwelling granted planning permission in 2004-05 that were sited on PDL and the proportion on greenfield land. The majority of new dwellings approved in 2004-05, as with those completed, were sited on PDL.



	<b>% Dwellings completed on PDL 2004-05</b>
<b>TARGET</b>	<b>60</b>
<b>ACTUAL</b>	<b>61</b>

	<b>% Dwellings approved on PDL 2004-05</b>
<b>TARGET</b>	<b>60</b>
<b>ACTUAL</b>	<b>69</b>

*Table 4.5 - Performance relative to targets in respect of PDL*

### **Affordable Housing**

PPG3 recognises that it may be desirable in planning terms for new housing development on a substantial scale to incorporate a reasonable mix and balance of house types and sizes to cater for a range of housing needs.

This is intended to encourage the development of mixed and balanced communities, it is also intended to ensure that affordable housing is only required on sites which are large enough to accommodate a reasonable mix of types and sizes of housing.

The 2004 District Supply / Demand Analysis found that there was a total shortfall of 1558 affordable dwellings across the District.

The majority of residential developments in the District are undertaken by private developers on private land. The primary mechanism for securing affordable housing is likely to be through legal agreements between the Council and developer incorporated into planning permissions. Policy HP8 of the Rochford District Replacement Local Plan, Second Deposit Draft, outlines the Council's planning policy towards affordable housing. Policy HP8 will require residential development schemes of more than 25 dwellings or on sites of 1 hectare or more to usually comprise no less than 15 percent affordable housing.

In 2004-05 there were a total of seven affordable houses completed in the District. Five were part of the 40 dwelling units developed on land adjacent to 87 Rectory Road, Rochford. Two were constructed on land adjacent 43 Warwick Drive, Rochford by The Swan Housing Association.

Of the 923 dwellings with planning permission yet to be completed, 120 are to be affordable. Over half of these (70) will be provided on two sites: former Reads Nursery, Rawreth Lane, Rayleigh; and former Park School, Rawreth Lane, Rayleigh.

Table 4.6 - Affordable Housing

	Total	Affordable	% Affordable
Dwellings completed 04-05	59	7	12
Dwellings granted planning permission 04-05	306	27	9
Outstanding dwellings as at 1 <sup>st</sup> April 2005	923	120	13
Outstanding + Completed 2004-05	982	127	13
Number of sites with permission for residential development as at 1 <sup>st</sup> April 2005	219	6*	3*

\*Includes any site where at least 1 unit is to be affordable

The above figures shows that 13 percent of new dwellings constructed or with planning permission are to be affordable. This 13 percent are accommodated within 3 percent of the sites in the District which have permission for residential development.

	Percentage of dwellings completed affordable
TARGET	15
ACTUAL	12

	Percentage of dwellings approved affordable
TARGET	15
ACTUAL	9

Table 4.7 - Performance relative to targets in respect of affordable housing

### Dwelling types

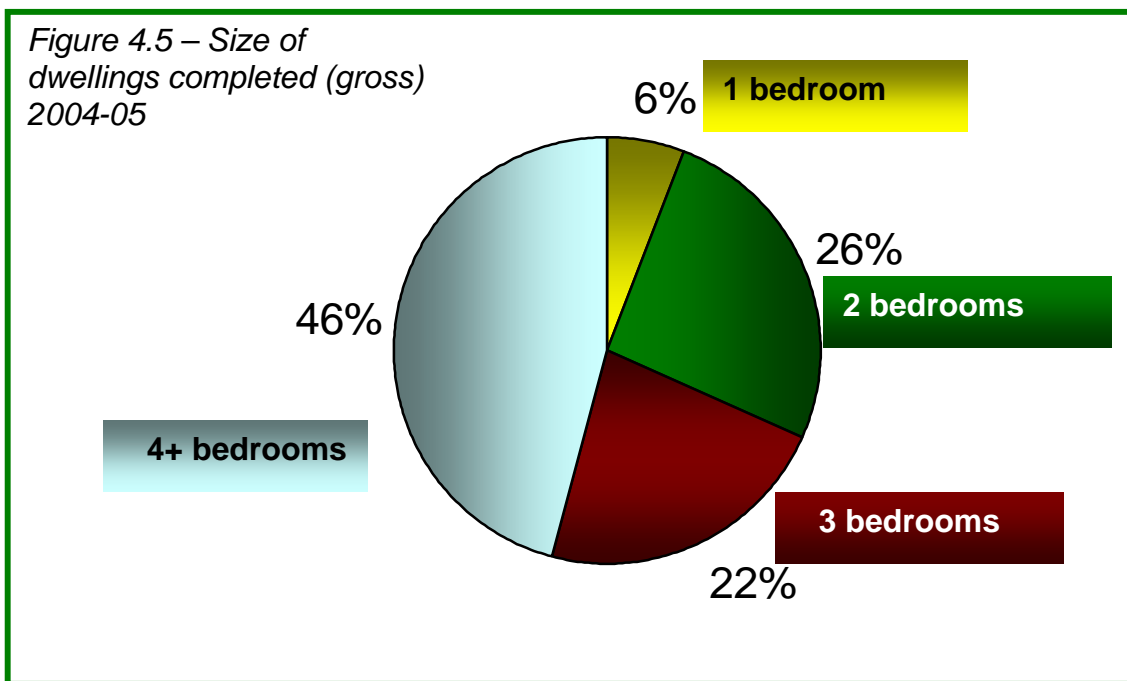
PPG3 stresses the need for Local Authorities to have regard to the changing composition of households and the housing needs of an area.

The document *Rochford Supply Demand Analysis 2004* analysed the housing needs for the District. This survey found an imbalance between the supply and demand, with the demand being for smaller units one and two-bedroom units which represent a minority of the stock.

Table 4.8 provides a breakdown of the type of dwellings completed in the District in 2004-05.

Table 4.8 – Dwelling size

	Dwelling Size (no. of bedrooms)			
	1	2	3	4+
Units completed (gross) 04-05	5	22	19	39



The above data indicates that despite the need for smaller dwellings, the majority of dwellings completed have three bedrooms or more.

### Small Sites and Large Sites

Residential development can be divided into two categories: that which occurs on large sites, and that which is on small sites. Large sites are those which comprise 10 or more residential units.

Small sites often form part of the intensification of existing residential areas, whereas large sites tend to be on land that has been specifically allocated for residential development in the Local Plan.



Table 4.9 shows the breakdown of residential sites in the District between small and large sites.

	Small Sites	Large Sites
<b>Net dwelling completions 04-05</b>	29	30
<b>Outstanding dwelling units with planning permission</b>	216	707

*Table 4.9 - Large and small sites*

### Density

As stated earlier, there are a number of factors which need to be considered when determining the appropriate density for a residential development site. However, in the majority of circumstances the best use of land will be achieved in by developing in the range of 30-50 dwellings per hectare.

Table 4.10 shows the density of residential development completed in 2004-05 on sites comprising a total of 10 units or more.

Application Ref.	Location	Site capacity (units)	Units completed 2004-05	Density (dwellings / hectare)
02/00710/FUL	Rayleigh	56	23	30
03/00468/FUL	Rayleigh	81	18	53
02/00424/FUL	Rochford	40	5	43
<b>TARGET</b>				30-50

*Table 4.10 - Housing density*

## Plan, Monitor and Manage

There are a number of sites which are already committed for residential development. There are also a number of expired planning permissions for housing and other sites which are expected to come forward for housing development. These sites will also contribute towards providing the Structure Plan requirement. Table 4.11 compares the remaining provision of dwellings required with the supply.

Table 4.11 - Housing land supply as at 1<sup>st</sup> April 2005

<b>Replacement Structure Plan remaining requirement:</b>	<b>670</b>
Total outstanding units on sites with planning permission	923
Estimated yield from sites without planning permission	76
<b>Total Outstanding Units</b>	<b>993</b>
<b>Remaining provision</b>	<b>-323</b>

Table 4.11 shows that at 1<sup>st</sup> April 2005 the provision of dwellings in the District exceeded the requirements of the housing allocation in the Replacement Structure Plan.

## Projections

A housing trajectory can be used to estimate the number of completions that will occur in the District up until 2011. The housing trajectory is calculated based on the following information:

- Units under construction
- Units with full / reserved matters planning permission
- Units with outline permission
- Units where full, outline or reserved matters are at post committee resolution subject to S106 negotiations
- Units where an application has been submitted
- Land allocated for residential purposes
- Estimated additional units on small sites through 'intensification' of existing residential areas.

Based on known sites in the District and an estimated yield through 'intensification' coming through in future years, the following table (Table 4.12) outlines the estimated net completions in the years 2005 to 2011.

Table 4.12 – Projected net completions

Type of estimated net gain	Year						
	05/06	06/07	07/08	08/09	09/10	10/11	TOTAL 2005-11
Units under construction	233	6	0	0	0	0	<b>239</b>
Units with planning permission	88	216	46	0	0	0	<b>350</b>
From sites currently with outline permission	0	0	9	0	0	0	<b>9</b>
From sites currently subject of 106 negotiations	0	42	107	15	0	0	<b>164</b>
From sites where application is currently under consideration	0	0	24	15	0	0	<b>39</b>
From other land allocated for residential purposes	0	0	0	0	0	0	<b>0</b>
Other forms of additional 'intensification' of small residential areas in addition to sites currently known*	0	0	37	46	46	46	<b>175</b>
<b>TOTAL</b>	<b>321</b>	<b>264</b>	<b>223</b>	<b>76</b>	<b>46</b>	<b>46</b>	<b>976</b>

\*This figure is based on the average contribution of small sites to the net housing gain between 1996 and 2004, which was 46. In the case of 2007/8, there is an expected gain of 9 residential units from known sites. Therefore, a further 37 units are expected to come forward in that year.

Table 4.12 shows that a net total of 976 dwellings are expected to be provided in the District between 2005 and 2011.

Table 4.13 demonstrates the relationship between the projected number of completions and the number of completions required by the Structure Plan.

Actual completions 1996-2005	2380
Projected completions-2005-2011	976
Total completions projected 1996-2011	3356
Structure Plan requirement	3050
Additional units required to be completed on top of those projected	-306

*Table 4.13*

Table 4.13 shows that the District is predicted to exceed the required number of dwelling completions by 306, based on the number of projected housing completions.

The housing trajectory for Rochford District is illustrated in Figure 4.6 on the following page.

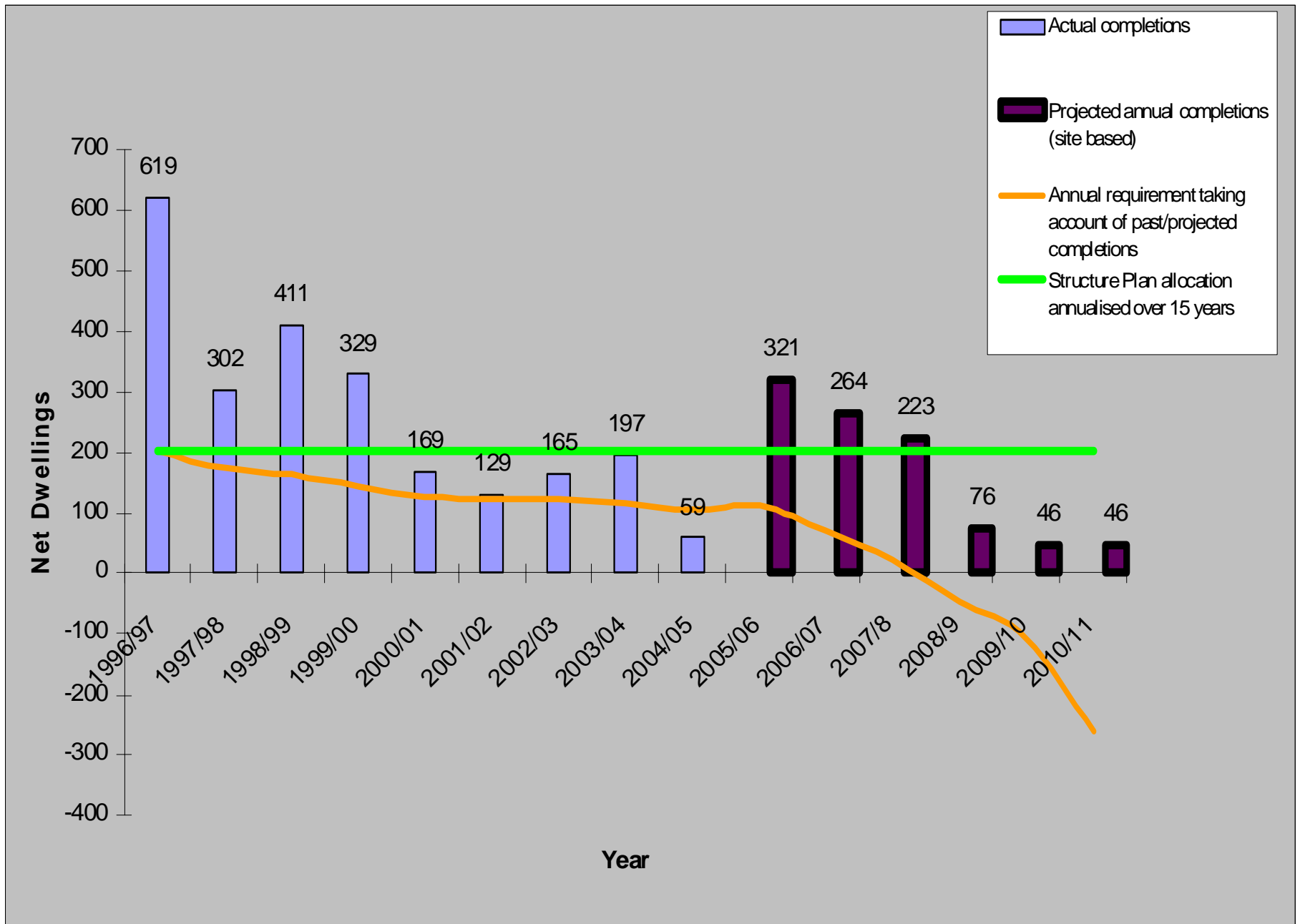
The horizontal green line is the average annual number of completions required in order for the District to meeting its housing requirements (203).

The blue and purple bars indicate the actual and projected number of completions, respectively, each year.

The orange line is the number of dwellings required to be completed annually in order to meet the Structure Plan requirements, calculated by taking into account past and projected completions.

Figure 4.6 shows how the level of residential development exceeds the annual requirement in every year except for 2004-05. The projected level of development exceeds the projected requirement by such an extent that the Structure Plan requirement for completions by 2011 is projected to have been met by 2007-08. After this point the annual requirement calculated is a negative value, as further net completions are projected.

Figure 4.6 – Housing trajectory 1996-2011



## **Summary**

Rochford District has ample provision of residential land to meet the requirements of the Structure Plan. The housing trajectory shows that the District's housing requirements for the period 1996-2011 will be met and exceeded.

A detailed site-by-site breakdown of available residential land is outlined in *Residential Land Availability in Rochford District* which can be obtained from the Planning Policy team.

## INDUSTRIAL LAND

### Introduction

Rochford District presents an increasingly accessible and attractive location for businesses starting up or aiming to expand into the South East and Europe. Recent transport infrastructure improvements to the existing network have created opportunities in the District previously unrealised.

Rochford District has much to offer businesses, whether new or expanding, and can match commercial opportunity with high quality residential areas, attractive countryside and extensive public woodland, and excellent leisure facilities. Combine these with a progressive and dynamic Council, working in close partnership with local firms and economic development organisations to implement schemes at all levels, and Rochford certainly becomes a location worth considering.

Rochford District has a population of 78,489 and is approximately 65 sq. miles (16,835 hectares) in area. Situated in South-East Essex immediately north of Southend, the District is bounded by the River Crouch to the north and the sea to the east. Largely rural in character and containing much high quality agricultural land, the District comprises the major settlement of Rayleigh as well as smaller settlements including Hockley and Rochford. Rayleigh and Rochford are important historic centres.

The Thames Gateway project is the largest regeneration project in the UK and encompasses parts of East London, North Kent and the north Thames corridor. In 2001 the government decided to extend the Gateway across South Essex to Thurrock, Basildon, Southend and parts of Rochford. The regeneration of this area is both a national and regional priority. The initiative is not about economic growth for its own sake but improving the quality of life and range of opportunities for residents.

Although physically located on the periphery of the Thames Gateway, the Council has embraced the key concepts of the Thames Gateway initiative and is a fully active partner in the partnership. The Council has determined that it has a significant role to play not only with regard to the arts and culture role initially accepted, but also in providing leisure and recreation opportunities. This role is to be taken forward of the coming years and examples of this approach can be found in this plan relating to tourist accommodation, farm diversification and conservation of the historic and natural environment. The desire to reduce out-commuting, by attracting new businesses and jobs to the area, will also involve investment in transport infrastructure and facilities.

Today a number of specialist engineering and maintenance jobs are clustered around London Southend Airport, which has become one of Europe's largest and most integrated facilities. The airport can function as a one-stop shop for aircraft maintenance. Throughout the District other forms of employment including components manufacturing, engineering, plastics, printing and public service industries complement the aviation based employment.

There are a number of industrial areas within the District including:

- Aviation Way Industrial Estate, Eastwood
- Brook Road Industrial Estate, Rayleigh
- Eldon Way / Hockley Foundry Industrial Estates, Hockley
- Imperial Park Industrial Estate
- Main Road, Hawkwell
- Purdeys Industrial Estate, Rochford
- Rawreth Industrial Estate, Rawreth
- Star Lane Industrial Estate, Great Wakering
- Sutton Wharf, Rochford
- Swaines Industrial Estate, Ashingdon

## **Communications**

The main routes from the District are the A127 and A130 roads. The A127 Trunk Road gives a fast dual carriageway link with the M25 and the Dartford bridge. Another option in reaching the M25 is the A13 (to London) which is linked to the southern end of the A130. The A130 cuts through the western part of the District and provides the South East Essex link to the A12 north of the District. In recent years the route has been improved in two sections; (a) from Rettendon Turnpike to the A12/A130 junction and (b) between the A13/A130 junction and Rettendon Turnpike. These improvements are designed to improve north/south accessibility across the County, to help congestion and improve journey times.

The B1013 (Cherry Orchard Way), opened in 1996, has relieved some areas of local congestion and has significantly improved access into the District from the A127.

There is a fast and frequent rail service that connects the three main stations in the District to London Liverpool Street in less than an hour. There are plans to build a new Euroterminal at Stratford which would improve the District's accessibility via the rail network.

Another transport asset is London Southend Airport. Located adjacent to the southern boundary of the District with Southend, it has a large industrial estate at Aviation Way and can cater for all flying needs. There is a substantial contingent of air based industry with Air taxi, helicopter hire, charter services, and aircraft spares and the very important servicing facilities. There are also back-up facilities including Customs and freight forwarding agents as well as several flying clubs. The Airport offers considerable benefits to executive aviation including:

- access to 1,500 airfields in Europe, whereas only 300 airfields are served by scheduled airlines from the whole of the United Kingdom.



- modern facilities ensuring short check-in times and fast Customs and Immigration clearance.
- regular train services to Liverpool Street, or a short helicopter transfer to the heart of London.

A study commissioned by National Air Traffic Survey forecasted that there will be tremendous growth opportunities for London Southend Airport in the coming years bringing much needed regeneration and inward investment. A major boost to the potential of the Airport was given at the beginning of 1998 when the Council resolved to grant full planning permission for a new passenger terminal and railway station on the eastern boundary of the airfield. The new station will give a direct, fast and frequent train service to London Liverpool Street Station, with overall journey times to the centre of the capital better than from most of the other airports in the London area, and the shortest and fastest `plane-to-train` time in the country.

The Rivers Roach and Crouch both have port facilities. There is a large Wharfinger located on Wallasea Island with 179 metres of quays and 19,974 square metres of warehousing.

### **Employment and Business Strategy**

The Council has prepared an Economic Development Strategy (2003), which explains the aspirations for employment and business between 2003 and 2007. The key themes and objectives of the strategy are outlined below.

#### **GENERAL STRATEGY**

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

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

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

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

1. Work in partnership to support the needs of the business community in the area, to enable it to develop and grow and thus contribute to the economic prosperity of the District.
2. Working with partners, develop the skills of the local workforce to meet the needs of, businesses now and in the future, to maintain low levels

- of unemployment in the District and encourage jobs that add value to the local economy.
3. Support town centre and industrial estate enhancement initiatives aimed at improving the environment ensuring the area is economically prosperous and competitive.
  4. Work with partners to ensure that businesses, including rural businesses have access to quality and effective business support initiatives locally.
  5. Facilitate appropriate local transport and infrastructure developments which balance businesses needs whilst respecting local environmental constraints.
  6. Develop tourism and heritage initiatives which provide new local employment and wealth generation opportunities, and visitor attractions aimed at improving access to recreation facilities and preserving the Districts' heritage for future generations.
  7. Taking advantage of inward investment opportunities to secure the future economic prosperity of the District.

## **Planning Policies on Employment and Business**

### **Rochford District Replacement Local Plan**

Policy EB1 of the Replacement Local Plan relates to existing and new allocations of industrial sites. Policies EB2 and EB3 set out the criteria by which applications to use or develop land for employment purposes will be considered.

### **Structure Plan Requirements**

The Replacement Essex & Southend-on-Sea Structure Plan (RSP), as adopted in April 2001, allocates land for business, industry and warehousing uses, within classes B1, B2 and B8 of the Town and Country Planning (Use Classes) Order 1987. The RSP contains strategic policies that seek to provide land for businesses within the B1, B2 & B8 use classes, to safeguard existing allocated and developed land and aims to significantly improve the economic prosperity and competitiveness within the plan area in the period up until 2011. The planning system is able to assist businesses by facilitating that appropriate employment land and developments are made available through the plan period. It is also able to impact on this by promoting supporting transport infrastructure and the provision of high quality living and working environments.

The plan allocates 35 hectares of employment land to the district in policy BIW1 for the period between 1996 and 2011. This is a reduction in allocation from the 40 hectares of provision required in the Rochford District Local Plan

(RDLP) First Review. The provision of 35 hectares of land for business uses, industry and warehousing between 1996 and 2011 can be met by existing identified sites or recycled land within urban areas.

#### Allocations in the Structure Plan

- **Replacement Structure Plan provision 1996-2011: 35.0 Hectares**

The Replacement Structure Plan also states that any employment land (for business, industry and warehousing purposes) in use at the 1<sup>st</sup> October 1996 and which has subsequently been re-used for other land uses should be added onto the future development provision figure. An exercise carried out by the Council revealed that there have been no changes to this effect and therefore the provisional figure remained at 35 hectares.

### Existing Industrial Development

The majority of the District's existing industry is located on established purpose built industrial estates at Great Wakering, Hockley, Rawreth, and Rochford. Whilst these estates are generally fully developed, as the following sections show, there is still a substantial amount of vacant land available for immediate industrial development. Monitoring information for Industrial development within the last year is shown below.

### Industrial Land Floorspace Change in the 2004/2005 Monitoring Year

*The tables below include all Industrial B1–B8 Land and Floorspace change.*

- *Urban is defined as settlements with populations over 25,000 such as Rayleigh.*
- *Rural includes all other areas of settlement under 25,000 population.*

*Table 5.1 – Business floorspace change*

	Business (B1-B8) Floorspace Change (Hectares)		
2004/2005	Development Gained	Development Lost to Other Uses	Development Gained on PDL
Urban	0.00	0.05	0.00
Rural	0.17	0.00	0.08
<b>Total</b>	<b>0.17</b>	<b>0.05</b>	<b>0.08</b>

*Table 5.2 – Business floorspace permissions*

	Outstanding Business Permissions at end of monitoring year (Hectares)		
2004/2005	Total Outstanding Permissions	Outstanding Permissions on PDL	% Permissions on PDL
Urban	0.74	0.74	100
Rural	4.11	0.96	23
<b>Total</b>	<b>4.85</b>	<b>1.70</b>	<b>35</b>

*Table 5.3 – Outstanding business land allocations*

	Outstanding Land Allocation for Business Uses at end of monitoring year (Hectares)		
2004/2005	Total Allocations	Allocations on PDL	% Allocations on PDL
Urban	0.56	0.56	100
Rural	6.99	3.22	46
<b>Total</b>	<b>7.55</b>	<b>3.78</b>	<b>50</b>

### **Industrial Land Availability and Adequacy of Supply**

The figure below shows that the industrial land supply seems to exceed the Replacement Structure Plan requirements in terms of area to the year 2011. It will be noted that this is assuming the existing allocated but undeveloped sites from the presently adopted Local Plan are retained.

<b>Industrial Land Supply Requirements for Rochford District 1996 – 2011</b>	
	Hectares
Industrial land take-up/ completions 1995 (04/96) - 2005	10.36
Industrial land commitments/ undeveloped land (as at 31/03/05)	18.55
Land allocations without permission	7.55
<b>TOTAL</b>	<b>36.46</b>
<b>Comparison to Replacement Structure Plan Provision (35 ha)</b>	<b>+1.46</b>

### **Available Industrial Land Allocations without current planning permission (31<sup>st</sup> March 2005)**

Industrial land allocations available for development within the district are listed in the table (Table 5.5) below.

<b>Address</b>	<b>Hectares</b>
<b>Aviation Way Industrial Estate</b>	
Plot B, Land East of B1013	1.47
Plot C, Land West of Aviation Way	1.09
Plot D, Land R/O Leisure Centre	0.91
Plot G, Land South of Aviation Way	0.58
Plot H, Land South of Old Museum Building	0.53
<b>Purdeys Industrial Estate</b>	
Plot G(b) (formerly B), Land West of Brickfields Way	1.04

<b>Rawreth Industrial Estate</b>	
Plot A, Land East of Estate Road	0.10
Plot D, Land Adj Macro's	0.46
<b>Sutton Wharf</b>	
Plot B, Sutton Wharf	1.37
<b>Total</b>	<b>7.55</b>

*Table 5.5 - Land allocations without permission*

When considering industrial land available for development it should be noted there is an 'Area of Special Restraint' affecting certain areas close to London Southend Airport. Within this safety zone development is restricted to open storage or low employment generating uses. Policy TP12 of the Replacement Local Plan gives more details on this area, its extent is also shown on the proposals maps.

#### **Industrial Land Allocations with planning permission for development (31<sup>st</sup> March 2005)**

The table below (Table 5.6) lists industrial land where permission has been granted.

<b>Address</b>	<b>Application Ref.</b>	<b>Notes</b>	<b>Hectares</b>
<b>Aviation Way Industrial Estate</b>			
Plot A, Land West of Cherry Orchard Way	00/00005/OUT	Mixed Commercial (Classes B1 + B8) Development	0.14
Plot E, Land R/O Leisure Centre	02/00510/FUL	Two Storey Extension. Layout Parking Area	0.24
18 - 19 Aviation Way, Rochford	04/00934/FUL	New Office/Warehouse	0.03
<b>Purdeys Industrial Estate</b>			
Plot B	02/00200/FUL	Erect 6 Industrial Units Layout	2.48

Site G3	02/01122/FUL	Parking and Access Erect Three Industrial Units with Mezzanine Floors (Part completed)	0.26
Site G2	02/00949/FUL	4 Factory Units	0.04
Land North Of Rochehall Way Rochford (Part of Plot D)	04/00599/FUL	Three New Buildings (4 Independent Units)	0.18
Land North Of BSG Ltd Purdeys Way	03/00076/FUL	Two 'Single Span' Storage Buildings	0.10
Cottis Yard Purdeys Way	01/00709/FUL	Light Industrial Unit	0.03
31 Purdeys Industrial Estate Purdeys Way	04/01062/FUL	Extension for Class B2 and B8	0.01
<b>Rawreth Industrial Estate</b>			
Land Adjacent 34 Rawreth Industrial Estate	04/00240/FUL	8 Industrial Units	0.06
<b>Brook Road</b>			
32 Brook Road	04/00620/OUT	Three Storey Office Building B1 Use	0.15
<b>Total</b>			<b>3.72</b>

*Table 5.6 – Business allocations with planning permission*

### **Outstanding Industrial Permissions in other Locations**

The table below lists industrial permissions in locations other than the district's industrial estates or specified industrial land.

<b>Address</b>	<b>Application Ref.</b>	<b>Notes</b>	<b>Hectares</b>
Greenacre, Hyde Wood Lane	98/00770/C OU	Light Industrial Workshop (Class B1)	0.02
Crystal House 1 The Approach	00/00214/FU L	Extension to Existing Warehouse	0.03
31 High Street Rayleigh	00/00265/FU L	Two Rear Extensions for Office	0.04
Grain Store Temple Farm Sutton Road	00/00817/C OU	Use for Assembly, Storage and Distribution	0.08
1 Brook Close Rochford	02/01139/C OU	Class B1 (Light Industrial) Use	0.02
34 Eastwood Road Rayleigh	03/00956/FU L	New Workshop and Showroom Building	0.03
Rochford Hundred Golf Club Hall Road Rochford	04/00721/FU L	Greenkeepers Compound and Workshop	0.04
Units 1,2,3,4,5 Hawk Lane Beeches Road Battlesbridge	03/00865/FU L	Warehouse Building Light Industrial Building	0.11
<b>Total</b>			<b>0.37</b>

*Table 5.7 – Outstanding industrial permissions on other land*

### **Potential loss of industrial allocations**

Industrial land allocations with permission for a use other than industrial.

<b>Address</b>	<b>Application Ref.</b>	<b>Notes</b>	<b>Potential Hectares Loss</b>	<b>Potential Sq m Loss</b>
Plot E, Purdeys Industrial	04/00851/REM	Retail Store with Car Parking	0.46	1851

Estate (formerly F), Land West of Millhead Way		
<b>Total</b>	<b>0.46</b>	<b>1851</b>

*Table 5.8 – Potential loss allocated land to other uses*

### **Contacts**

For information regarding what help Rochford District Council can give businesses in the district, please contact the Economic Development Officer, Susan Rom, on 01702 318165 or alternatively e-mail: [susan.rom@rochford.gov.uk](mailto:susan.rom@rochford.gov.uk)

### **Index of Industrial Land Opportunities in Rochford**

More specific details relating to the industrial allocations available for development are detailed in a separate document entitled *Industrial Land Availability in the Rochford District* that can be requested from the Planning Policy team.



## Local Services

### RETAIL

In 2004-05 retail development approved and completed was as outlined in Table 6.1 below:

	Retail floor space outstanding 04-05 (m <sup>2</sup> )	Retail floor space completed 04-05 (m <sup>2</sup> )
Town centre	1281	0
Edge of centre	0	0
Out of centre	4934	520
Out of town	1585	0
<b>TOTAL</b>	<b>8073</b>	<b>520</b>

Table 6.1

### PRIMARY AND SECONDARY SHOPPING FRONTAGE AREAS

The RDRLP outlines the council's aims in terms of retail frontage within the district's towns of Rayleigh, Rochford and Hockley. Policies SAT3 and SAT4 seek to strike the right balance between retail and non-retail uses in Town Centre Primary and Secondary Shopping Frontage Areas. As a guide, the Local Planning Authority expect 75% of the total Primary Shopping Frontage Areas of each Town Centre and 50% of the total Secondary Shopping Frontage Areas of each Town Centre to remain in retail use.

In assessing the retail frontage within these areas, however, it is important to note that Town Centres are dynamic environments and that the 'right balance between retail and non-retail uses' will shift as consumer preferences and markets change. As the replacement local plan makes clear, therefore, the target percentages should not be used too prescriptively. The aims of the local authority for retail within the shopping frontage areas are shown below.

<b>Targets:</b>	<b>75% Retail within Primary Shopping Frontage Areas</b>
	<b>50% Retail within Secondary Shopping Frontage Areas</b>

Table 6.2 – Retail targets in Primary and Secondary Shopping Frontage Areas

A survey of the Primary and Secondary Shopping Frontage Areas within the Rochford District was conducted during the end of May and early part of June 2005. This has formed the basis of the information used in this report.

The land use within both the Primary (PSFA) and Secondary Shopping Frontage Areas (SSFA) was studied for each of the three main towns within the district, Rayleigh, Rochford and Hockley.

## Rayleigh

The survey of the Shopping Frontage areas in Rayleigh was carried out on the 3<sup>rd</sup> June 2005.

The findings for the Rayleigh PSFA are shown below. This area generally appears to be meeting the authorities aim of 75% retail use within the PSFA

*Table 6.3 - Rayleigh Primary Shopping Frontage Area*

	RETAIL	NON-RETAIL
Frontage (m)	639	219.5
Percentage of total	74.43	25.57

*Table 6.4 - Rayleigh Secondary Shopping Frontage Area*

	RETAIL	NON-RETAIL
Frontage (m)	282.5	410
Percentage of total	40.79	59.21

The retail frontage within the Rayleigh SSFA, although still not meeting the target of 50% retail, also appears to be considerably closer to the Council's aim than the level seen in other towns within the district.

Rayleigh, therefore, would seem to be achieving levels of retail frontage at or close to the levels desired in the Rochford District Replacement Local Plan.

## Rochford

The survey of the Shopping Frontage Areas in Rochford Town Centre was conducted on the 27<sup>th</sup> May 2005.

The findings for the Rochford PSFA are summarised below. In total it was found that just under 57% of the frontage within the area was in retail use. This is clearly below the target of 75% retail which authority aims to maintain within such areas.

*Table 6.5 - Rochford Primary Shopping Frontage Area*

	RETAIL	NON-RETAIL
Frontage (m)	186	141
Percentage of total	56.88	43.12

*Table 6.6 -Rochford Secondary Shopping Frontage Area*

	<b>Retail</b>	<b>Non-retail</b>
<b>Frontage (m)</b>	<b>18</b>	<b>102</b>
<b>Percentage of total</b>	<b>15.00</b>	<b>85.00</b>

Within the Rochford SSFA there also appears to be a significant shortfall from the target of 50% retail land use. Only 15% of the frontage area was found to be in retail use, confirming the importance of maintaining retail land use within the Rochford SSFA in particular.

## **Hockley**

The survey of the Shopping Frontage areas in Hockley was carried out on the 10<sup>th</sup> June 2005.

Hockley PSFA, like that of Rayleigh, can be said to show a level of retail frontage close to the level of 75% desired in the Rochford District Replacement Local Plan. Whilst this area would not seem to generate any significant degree of concern, therefore, ensuring there is no further loss of retail within the area would still seem to be important.

*Table 6.7 - Hockley Primary Shopping Frontage Area*

	<b>RETAIL</b>	<b>NON-RETAIL</b>
<b>Frontage (m)</b>	<b>204</b>	<b>76</b>
<b>Percentage of total</b>	<b>72.86</b>	<b>27.14</b>

*Table 6.8 - Hockley Secondary Shopping Frontage Areas*

	<b>RETAIL</b>	<b>NON-RETAIL</b>
<b>Frontage (m)</b>	<b>88</b>	<b>179.5</b>
<b>Percentage of total</b>	<b>32.90</b>	<b>67.10</b>

The level of retail frontage within the SSFA in Hockley, therefore, is also lower than the Council's desired level, and lower than the level seen in Rayleigh. It is, however, considerably higher than the level seen in Rochford, but it is nonetheless clear that retail should be encouraged and protected within this area if the authorities targets are to be achieved.

## **Summary**

Out of the three urban areas within the district, Rochford Town Centre shows levels of retail frontage significantly below the Council's desired standard. The Shopping Frontage Areas within Hockley show levels of retail land use closer to the desired standards although there is still clearly a need for considerably

greater retail land use if these standards are to be achieved. In Raleigh the percentage of retail land use within the Shopping Frontage Areas are very close to the levels of 75% (PSFA) and 50% (SSFA) desired by the Council in the RDRLP.

Figure 6.1 Primary Shopping Frontage Areas

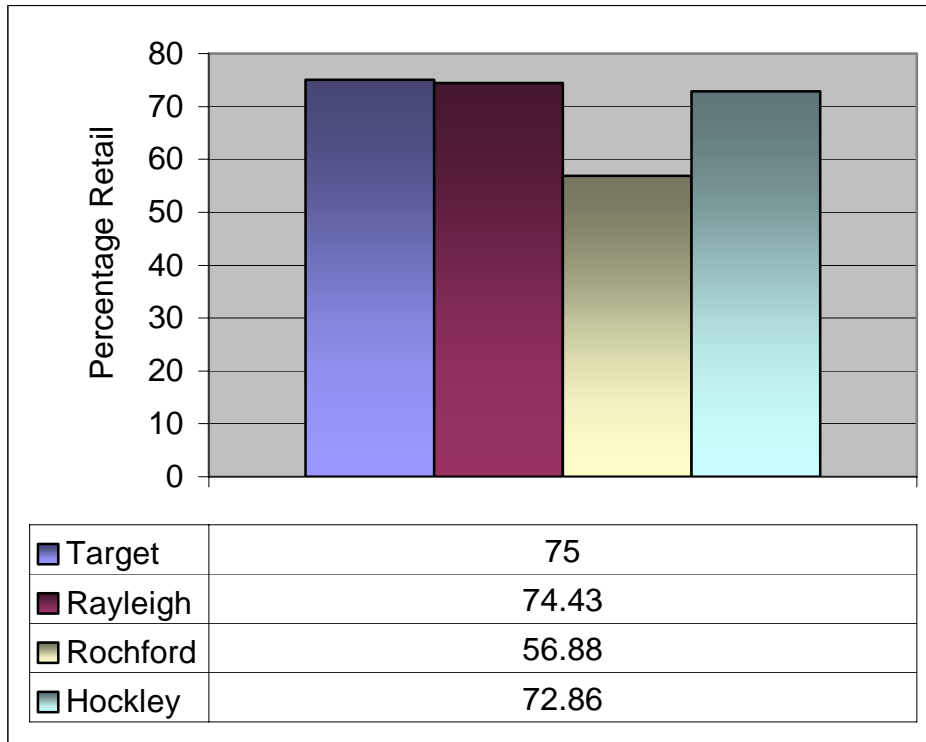
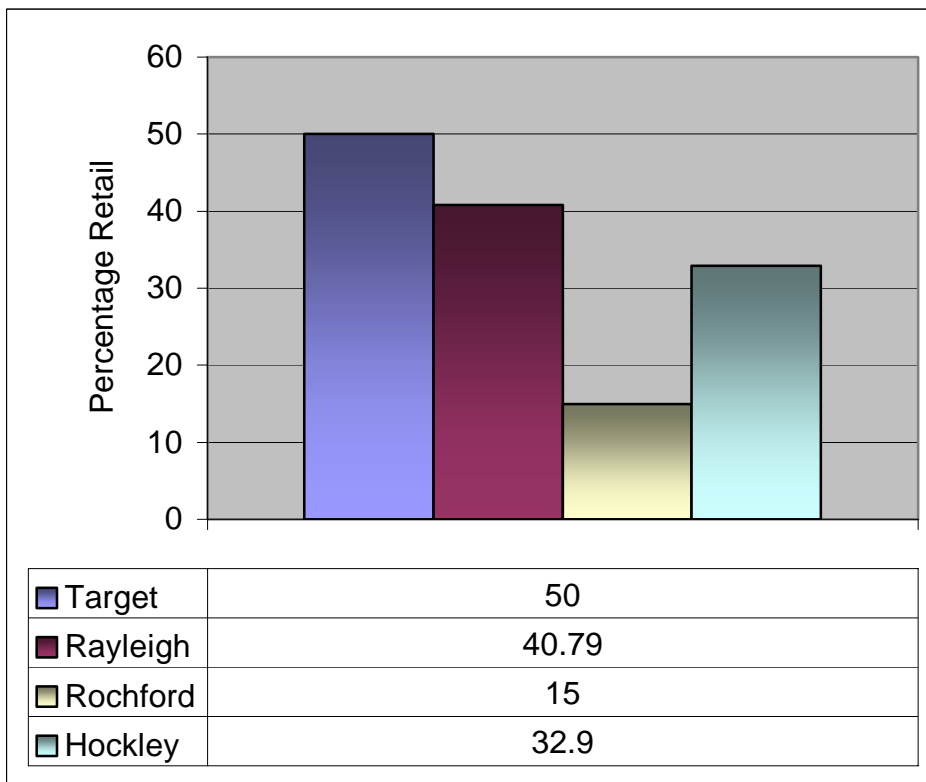


Figure 6.2 Secondary Shopping Frontage Areas



## **FINANCIAL AND PROFESSIONAL SERVICES (A2 OF USE CLASS ORDER)**

In 2004-05 financial and professional service development approved and completed was as outlined in Table 6.9 below:

	<b>Financial and professional floor space outstanding 04-05 (m<sup>2</sup>)</b>	<b>Financial and professional floor space completed 04-05 (m<sup>2</sup>)</b>
<b>TOTAL</b>	0	0

*Table 6.9 – Financial and provision services*

## **OFFICES (B1a OF USE CLASS ORDER)**

In 2004-05 office development approved and completed was as outlined in Table 6.10 below:

	<b>Office floor space outstanding 04-05 (m<sup>2</sup>)</b>	<b>Office floor space completed 04-05 (m<sup>2</sup>)</b>
<b>TOTAL</b>	2813	0

*Table 6.10 – Office development*

## **RECREATIONAL AND LEISURE**

### **Introduction**

The predominantly rural district contains opportunities for both formal and informal recreational and leisure activities.

The Second Deposit Draft of the RDRLP outlines the Council's planning objectives for leisure and tourism, which are as stated below:

- L1 To provide for and encourage the provision of leisure and other community facilities and to make good, where possible, deficiencies that have arisen from past high rates of housing development.
- L2 To facilitate provision of leisure facilities in the countryside that can be met through dual use of school facilities, the use and provision of village halls, or appropriate conversions of farm buildings. Such facilities could serve several villages.
- L3 To ensure that new areas of open space enhance the surrounding countryside and the Green Belt and improve the environmental quality of the area whilst protecting good quality agricultural land and the viability of agricultural holdings.
- L4 To seek opportunities to improve and increase public access to the countryside, where appropriate, for recreational purposes, including the promotion of the use of more sustainable methods of transport such as walking, cycling and horse riding, so far as this is compatible with the need to safeguard natural resources, wildlife interests and rural conservation.
- L5 To promote tourism activities, thereby supporting the local economy whilst maintaining and enhancing the environment. Encourage provision of visitor attractions, accommodation and facilities to meet this end.

### **Current provision**

The District contains both private and public sports facilities. Sport England note the following leisure facilities available in Rochford District, as outlined in Table 6.11

NAME	LOCATION	ACTIVITY	H O L E S	S T A T I O N S	C O U R T S	A R E A  M <sup>2</sup>	OWNER TYPE
BALLARDS GORE GOLF CLUB	Rochford	Golf	18	-	-	-	Sports club
CLEMENTS HALL LEISURE CENTRE	Hockley	Health and fitness	-	120	-	-	Local Authority
		Sports hall	-	-	7	-	
		Swimming pool	-	-	-	425	
CULLYS ACCESS TO FITNESS	Hockley	Health and fitness	-	32	-	-	Commercial
FITZWIMARC SCHOOL SPORTS HALL	Rayleigh	Health and fitness	-	6	-	-	Foundation School
		Sports hall	-	-	5	-	
FLIGHTS LEISURE	Rochford	Health and fitness	-	40	-	-	Commercial
FUNGI FITNESS	Rayleigh	Health and fitness	-	29	-	-	Commercial
GREAT WAKERING SPORTS CENTRE	Great Wakering	Sports hall	-	-	3	-	Local Authority
GREENSWARD COLLEGE SPORTS FACILITIES	Hockley	Health and fitness	-	27	-	-	Foundation school
		Sports hall	-	-	5	-	
		Swimming pool	-	-	-	142.5	
HANOVER GOLF AND COUNTRY CLUB	Rayleigh	Golf	36	-	-	-	Commercial
RAYLEIGH GOLF RANGE	Rayleigh	Golf (driving range)	0	-	-	-	Commercial
ROCHFORD HUNDRED GOLF CLUB	Rayleigh	Golf	18	-	-	-	Sports club
SWEYNE PARK SCHOOL SPORTS HALL	Rayleigh	Sports hall	-	-	5	-	Community school
		Swimming pool	-	-	-	247	
WAREHOUSE CENTRE	Rayleigh	Health and fitness	-	14	-	-	Unknown
		Sports hall	-	-	3	-	
<b>TOTAL</b>			<b>72</b>	<b>268</b>	<b>28</b>	<b>814.5</b>	

Table 6.11 – Existing leisure facilities in Rochford District. Taken from data available at [www.activeplaces.com](http://www.activeplaces.com) by Sport England



Local Plan Supplementary Planning Guidance 10 (LPSPG10) provides an assessment of playing pitches in the District as at October 2002. The level of playing pitch provision are detailed in Table 6.12 below.

Type	No. of pitches
Adult football	46
Junior football	40
Mini-soccer	18
Cricket	17
Rugby	12
Hockey (grass)	7
<b>TOTAL</b>	<b>140</b>

*Table 6.12 – Playing pitch provision, taken from Local Plan Supplementary Planning Guidance 10: Rochford Playing Pitch Assessment*

In addition to the above there are a number of horse riding and stabling facilities across the District.

### Proposed provision

Table 6.13 shows the leisure facilities outstanding and completed in 2004-05. Table 6.14 provides details of the proposed facilities outstanding.

	Leisure floor space outstanding 04-05 (m <sup>2</sup> )	Leisure floor space completed 04-05 (m <sup>2</sup> )
<b>TOTAL</b>	10488	0

*Table 6.13 – Leisure facilities*

Location	Proposed facilities	Status
Former Park School site, Rayleigh	Sports and leisure centre with outside playing areas and skate board park.	Planning permission approved
King Edmund School, Rochford	Multi-use games area	Planning permission approved
Flights Leisure, Aviation Way, Rochford	Health and fitness	Planning permission approved
Barling Hall, Barling Magna	Riding school	Planning permission approved

*Table 6.14 Details of outstanding leisure facilities*

It is envisaged that future AMRs will examine the issue of supply / demand for leisure facilities in the district, using data obtained from Sport England.

# TRANSPORT

## Introduction

The level of car parking provision for new developments has a significant impact on the goal of achieving sustainable development. This report is an analysis of car parking provision permitted within development in Rochford District between 1<sup>st</sup> April 2004 and 31<sup>st</sup> March 2005.

PPG13, the Government's planning guidance on transport, states that levels of parking provision have a significant influence on the form of transport people choose to undertake journeys. PPG13 also notes that car parking also takes up large amounts of space in development, is costly to businesses and reduces densities.

Limits set on car parking provision can therefore encourage the use of more sustainable transport and allow for greater densities of development, thereby making more efficient use of land.

PPG13 advocates that Local Plan Authorities have policies in place which impose maximum parking standards for development.

Car parking standards for Rochford District are outlined in Local Plan Supplementary Planning Guidance 2 (LPSPG2). The policy does not seek a blanket parking standard for all development in all parts of the district, but acknowledges different requirements for different uses in different areas. LPSPG 2 also notes potential problems that can occur due to an inadequate level of car parking, such as on-street parking leading to highway safety issues, and impact on living conditions. For these reasons, LPSPG 2 warns against the overly rigid application of maximum parking standards in existing residential areas.

The parking provision was examined against the requirements outlined in Local Plan Supplementary Planning Guidance 2 (LPSPG2). LPSPG2 outlines the maximum parking standards for each type of land use. The non-residential applications completed or permitted in 2004-05 fell into the following use categories:

- B1 - Offices other than financial or professional services;  
Research and Development;  
Light Industry
- B8 - Storage or distribution centres
- B1, B2, B8 - Combination of general industries and storage
- A1 - Retail shops
- D2 - Assembly and Leisure

Table 7.1 outlines the maximum parking standards for the above uses.

*Table 7.1 – Parking standards*

<b>USE</b>	<b>Maximum car parking provision (Spaces per m2 floorspace)</b>
B1	1/30
B2	1/50
B8	1/150
A1	1/20
D2	1/22

### **Car Parking Provision – Non-residential uses completed 2004-05**

In 2004-05 floorspace for non-residential use was completed at 4 sites. The type of development completed and parking provision is outlined in Table 7.2 below.

<b>Reference</b>	<b>Use</b>	<b>Floorspace completed 04-05 / total floorspace</b>	<b>Required maximum parking provision</b>	<b>Actual parking provision</b>
ROC/0221/02	A1	520/520	26	7
ROC/1122/02	B1	899/2606	87	54
ROC/0863/03	B8	697/697	5	10
ROC/0564/04	B1	150/150	5	4

*Table 7.2*

75% of sites where non-residential development was completed in 2004-05 complied with maximum parking standards outlined in LPSPG2. It should be noted that some of the planning applications for development completed in 2004-05 pre-dated the Council's current parking policies.

### **Car Parking Provision – Non-residential uses approved 2004-05**

In 2004-05 there were 15 applications permitted that involved the creation of additional, or change of use of existing, non-residential floorspace.

One such application involved the creation of a building ancillary to an existing golf course, and was not considered applicable to this analysis of parking provision.

Table 7.3, on the following page, details how parking provision for development permitted in 2004-05 relates to the standards outlined in LPSPG2

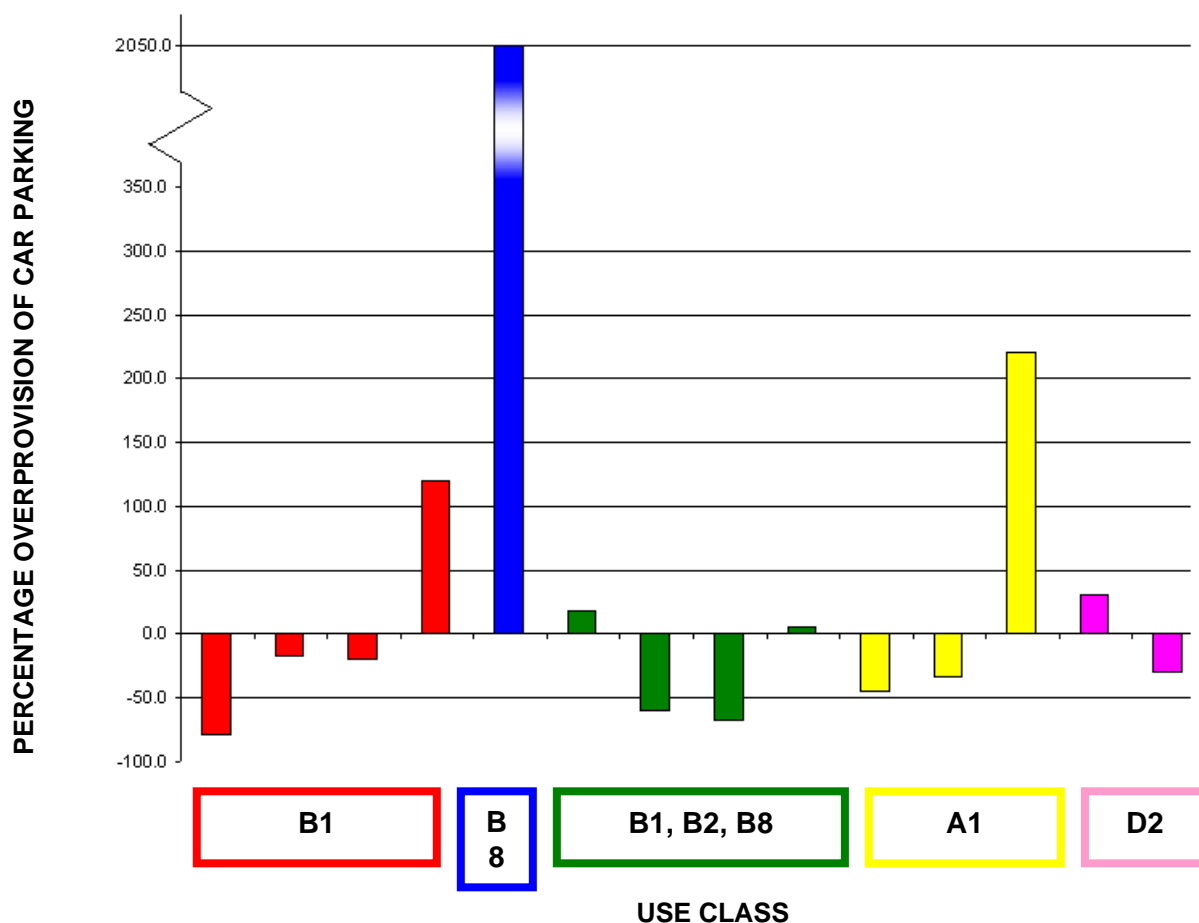
Table 7.3 – Car parking provision for non-residential development approved 2004-05

Application No.	Development	Site	Parking spaces on site	Parking spaces LPSPG2 required	% Over-provision*
ROC/0652/04	Demolition Of The Existing Building And Erection Of New Building (828sqm) For Class B1 Use. (Two Storey In Height)	4 Totman Crescent Rayleigh	6	28	-78.6
ROC/0620/04 /O	Outline Application for the Construction of a Three Storey Office Building B1 Use	32 Brook Road Rayleigh	43	52	-17.3
ROC/0564/04	Use Existing Barn For B1 Use As A Printing Business	Lower Hockley Hall Farm Lower Road, Hockley	4	5	-20.0
ROC/0240/04	8No. Industrial Units	Land Adjacent 34 Rawreth Industrial Estate Rawreth Lane	44	20	120.0
ROC/0934/04	New Office/Warehouse Building with Parking	18 - 19 Aviation Way Rochford	43	2	2050.0
ROC/1004/04	Change Use From Animal Research to Light Industrial (B1) and Storage (B8). Demolish Nineteen Structures/Buildings, Raise Height and Re-roof Building No.5 and Construct Car Parking Areas.	The Mousery Beeches Road Battlesbridge	67	57	17.5
ROC/1062/04	Single Storey Extension for Class B2 and B8 (General Industry and Storage/Distribution)	31 Purdeys Industrial Estate Purdeys Way	2	5	-60.0
ROC/0599/04	Erection of Three New Buildings to Accommodate Four Independent Units (numbers 13,14,15,16) for Uses Falling Within Class B1, B2 and B8 (Industrial and	Land North Of Rochehall Way Rochford	20	61	-67.2

	Storage and Distribution). Parts of Units Numbers 13 and 16 to be Used for Class A1 Retail Use. (Gross New Floorspace 1830 sq m - Retail Floor Space 168 sq m). (re-configure car park layout, footprint of units 15, 14 and to allow part A1 retail use in units 14 and 15)				
ROC/0865/03	Proposed Warehouse Building Light Industrial Building, New Access And Permanent Permission For 'Kit Pac' Building.	Units 1,2,3,4,5 Hawk Lane Beeches Road Battlesbridge	38	36	5.6
ROC/0851/04	Retail Store with Car Parking and Service Area (Reserved Matters Following Outline Approval 02/00865/OUT)	Purdeys Industrial Estate Rochehall Way Rochford	34	62	-45.2
ROC/0701/04	Change of Use of First Floor Flat to Beauty Salon	64 Little Wakering Road Great Wakering	2	3	-33.3
ROC/0947/03	(A)Two and Three Storey Building Containing Supermarket, Library, 3no. Shops, 42no. Flats (1-Bed, 2-Bed and Bedsits) and Basement Car Park; (B) Two and Three Storey Building Containing 34no. Flats (1-Bed and 2-Bed) and 3no. Shops; (C) Two, Three and Four Storey Building Containing 73no. Flats (1-Bed and 2-Bed); Car Parking, and Associated Works		205	64	220.3
ROC/0924/04	Erect Two Storey Fitness/Health Club Building and Layout Associated Car Parking	Flights Leisure Aviation Way	59	45	31.1
ROC/0677/04 /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	100	141	-29.1

\*Where the figure is negative, this indicates an under provision of car parking.

Figure 7.1 – Car parking provision in non-residential development approved



### Summary

Planning applications approved and completed during 2004-05 included both the under and overprovision of car parking in all use classes. There was no correlation between the use class of the development and whether the parking provision accorded with policy.

Reasons for the inconsistency in parking provision include the fact that a number of the applications involved the change of use or redevelopment of existing sites, where the car parking is already in place from the previous development. The above method of reviewing car parking does not account for the individual circumstances of each site, such as the availability of nearby alternative off-site parking, proximity of public transport services, or consultation responses from local communities and Essex County Highways.

In addition, the sample size from which data can be obtained is relatively small due to the limited number of non-residential planning approvals during the year 2004-05. As well as this making it difficult to draw conclusions, it also results in any anomalous results having a significant impact.

## Car Parking Provision – Residential development

The parking provision standards for residential development is set out in LPSPG2.

The policy on residential parking provision, in the case of major new residential development, states that an average of 1.5 spaces per dwelling over an estate may be possible. However, as stated above, the policy also warns against the over-rigid application of this policy.

## Car Parking Provision – Residential development approved

In 2004-05 there were 5 approvals for residential development comprising 10 or more units. The details of which, and the level of parking provided, are outlined in Table 7.4 below:

Application Ref.	Location	Units	Parking spaces	Spaces per unit
04/00029/FUL	Rochford	66	23	0.348
04/00926/FUL	Rochford	18	18	1
04/00749/FUL	Hockley	14	14	1
04/00732/FUL	Rochford	16	25	1.5625
03/00468/FUL	Rayleigh	81	118	1.45679
<b>TARGET</b>				Maximum 1.5

Table 7.4

The provision of car parking varies for each development as each application is determined on its own merits having regard to the particular circumstances of the proposal. For example, the lower provision of car parking was considered acceptable for application 04/00029/FUL as this was an assisted living development catering for those in their 80's and therefore there would be less pressure for off-street parking than a development providing accommodation for a more ambulant age group.

## Summary

In recent years there has been a change in the approach to the provision of parking, namely that maximum, rather than minimum, standards be imposed on development. Although the sample size is small, the change in policy has been reflected in the level of parking provision approved for large residential schemes.

## FLOOD PROTECTION AND WATER QUALITY

7,071 hectares of the District have a 1% annual probability of fluvial flooding and / or a 0.5% annual probability of tidal flooding, as calculated by the Environment Agency. Within these areas, in line with guidance contained in PPG 25, the Council will consult the Environment Agency on any applications submitted for development.

The Environment Agency are also consulted on applications where there is a potential impact on water quality.

The Council will only approve planning applications contrary to Environment Agency recommendation on flood risk or water quality in exceptional circumstances.

In 2004 the Environment Agency objected to 4 applications submitted to Rochford District Council on the grounds of flood risk. 3 were objected to on the grounds of a lack of a flood risk assessment, one on the grounds of the risk of flooding.

Of the 4 applications objected to, the Council approved 1.

Details of the application approved is as follows:

<b>Reference:</b>	04/00658/REM
<b>Address:</b>	73 Sutton Court Drive
<b>Development:</b>	Design and External Appearance (Reserved Matters to 03/00497/OUT) and details pursuant to condition 3 and 4 of 03/00497/OUT (height of building and floor levels)
<b>Environment Agency Comments:</b>	Lack of Flood Risk Assessment noted
<b>Reason for approval contrary to Environment Agency advice:</b>	Principal of development accepted when outline application approved. Proposed floor levels maintained above flood zone level.

*Table 8.1 – Performance relative to targets in respect of flood protection*

	<b>Applications approved contrary to Environment Agency advice on flooding</b>
<b>TARGET</b>	<b>0</b>
<b>ACTUAL</b>	<b>1</b>



## Water quality

Some forms of development have the potential to impact on water quality. This may take the form of, for example, a proposal that would result in the inappropriate discharge of effluent into surface water drainage, thereby polluting the water supply.

During 2004-05 the Environment Agency objected to no planning applications submitted to Rochford District Council on the grounds of impact on water quality.

*Table 8.2 – Performance relative to targets in respect of water quality*

	<b>Applications approved contrary to Environment Agency advice on water quality</b>
<b>TARGET</b>	<b>0</b>
<b>ACTUAL</b>	<b>0</b>

## Summary

The Council has taken on board comments made by the Environment Agency and has determined planning applications having regard to issues of flood protection and water quality.

## Accessibility of services by public transport from residential sites

Access to public transport can contribute towards reducing reliance on private cars. The following (Table 7.5) examines new residential development in terms of whether various services are within 30 minutes public transport time of the sites.

	Dwellings completed 2004- 05 (gross)	Dwellings demolished 2004-05	Dwellings completed 2004-05 (net)	% net dwellings of total net dwellings
Total	85	26	59	-
Within 30 minutes public transport time of a business employing 50+ people	85	26	59	100
Within 30 minutes public transport time of a hospital	81	21	60	102
Within 30 minutes public transport time of a GP	Unknown	Unknown	Unknown	Unknown
Within 30 minutes public transport time of a college	85	26	59	100
Within 30 minutes public transport time of a primary school	Unknown	Unknown	Unknown	Unknown
Within 30 minutes public transport time of a secondary school	Unknown	Unknown	Unknown	Unknown
Within 30 minutes public transport time of a major retail centre	Unknown	Unknown	Unknown	Unknown

Table 7.5

Figures in Table 7.5 are based on the Council residential completions data (see chapter 4) cross referenced with public transport time maps supplied by Essex County Council.

The above shows that all residential completions and demolitions in 2004 were within 30 minutes public transport time of college and a business employing 50 or more people. In the case of residential dwellings that were further than 30 minutes public transport time from a hospital, more dwellings were demolished than completed. Hence more than 100 percent of net dwellings completed being within 30 minutes public transport time of a hospital.

Some data was not available for this year's AMR. The Council will endeavour to record this for future AMRs.

# APPEALS

## Introduction

The applicant for a planning application has the right to appeal against the decision of the Local Planning Authority to refuse a planning application, the serving of an Enforcement Notice, or to appeal against conditions which have been imposed on an approval. Appeal applications are determined by the ODPM through the Planning Inspectorate.

Between 1<sup>st</sup> April 2004 and 31<sup>st</sup> March 2005 there were 36 appeals. The analysis of the results of appeals demonstrates how well planning policy is being implemented in the determination of planning applications, and whether such policies are in accordance with national planning policy.

## Appeal Outcomes

Of the 36 appeal applications determined in 2004/05, 35 were against refusals of planning applications or imposed, with 1 against an Enforcement Notice.

Planning applications can be divided into those which were determined under Delegated Powers and those which were determined by Members.

Applications for domestic extensions are usually determined under delegated powers granted by the Council to the Head of Planning Services. Applications for other forms of development in the Metropolitan Green Belt can also be refused in this fashion. In the case of delegated applications, officers rather than Members make the decision.

Applications which are not determined under delegated powers are determined either by the Planning Services Committee or by being placed on the Weekly List. The Weekly List comprises applications which cannot be dealt with under delegated powers but which are not felt to be so contentious or to have such a large scale impact as to warrant going to Planning Services Committee. In the case of applications on the Weekly List, a recommendation is made by Officers and Members have the opportunity to call the application in to Committee or, alternatively, if the application is not called in it will be determined in accordance with the recommendation.

Table 9.1 breaks down the appeals determined in 2004-05 against refusals of planning permission by their outcomes. Figure 9.1 illustrates the proportion of appeals dismissed, allowed and allowed in part.

*Table 9.1 - Outcome of appeals*

DETERMINED 04/05	35
ALLOWED	10
ALLOWED IN PART	1
DISMISSED	24

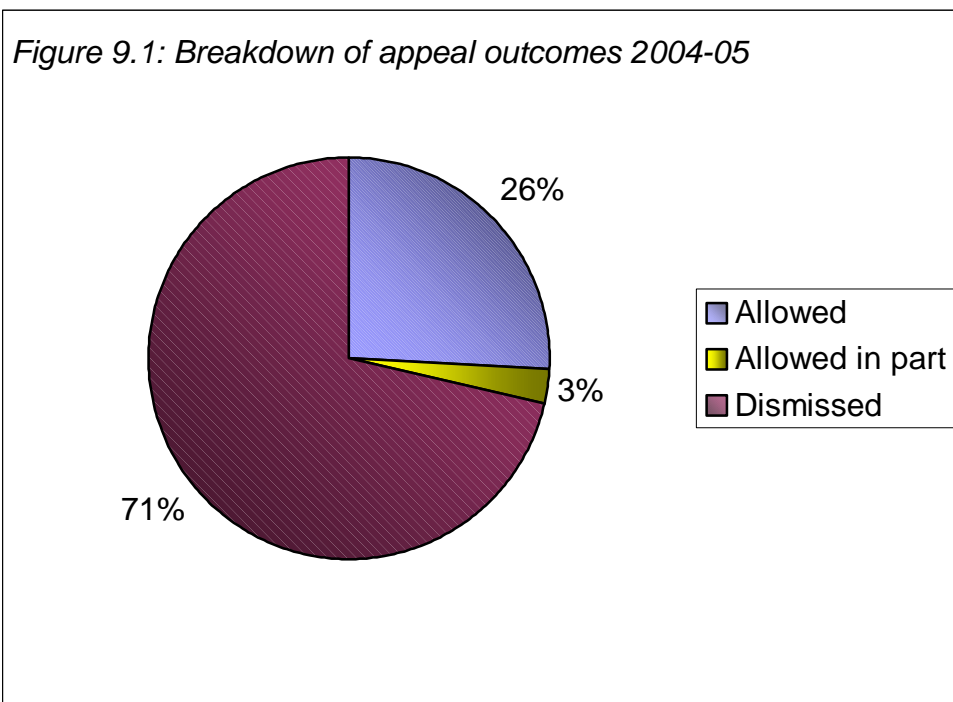


Table 9.2 compares the outcome of planning applications determined by Delegated Powers (Delegated Items) and those by Members (Scheduled Items).

*Table 9.2*

	Delegated Items	Scheduled Items
DETERMINED 04/05	17	18
ALLOWED	2	8
ALLOWED IN PART	1	0
DISMISSED	14	10

Figures 9.2 and 9.3 illustrate the information contained in Table 9.2.

Figure 9.2: Appeal outcomes, 2004-05, of Scheduled Items

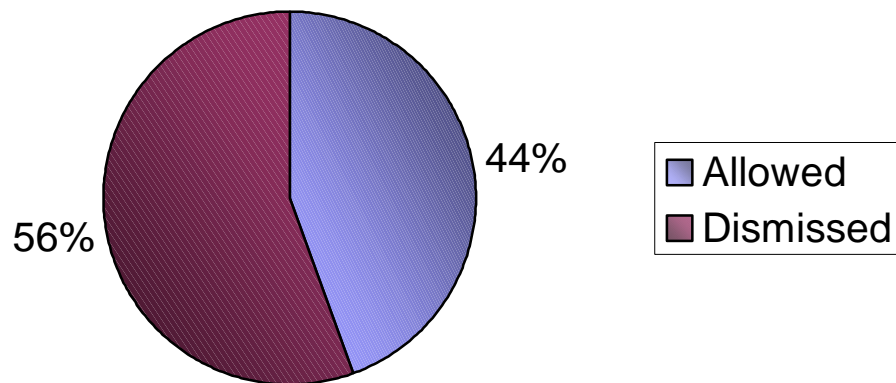
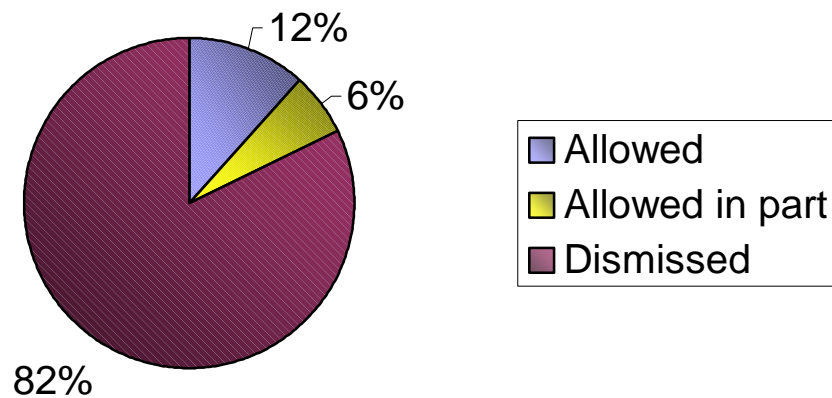


Figure 9.3: Appeal outcomes, 2004-05, of Delegated Items



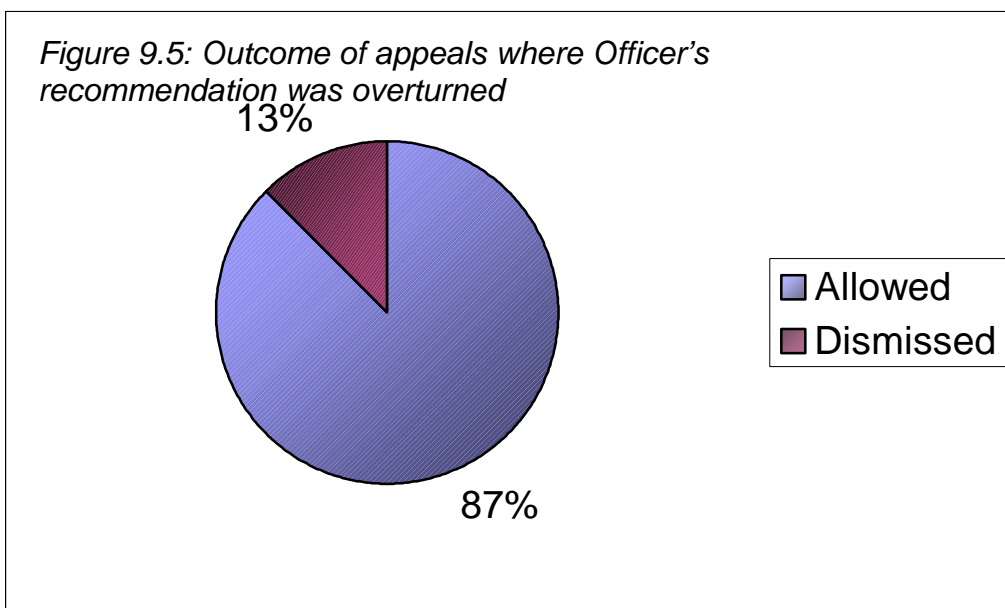
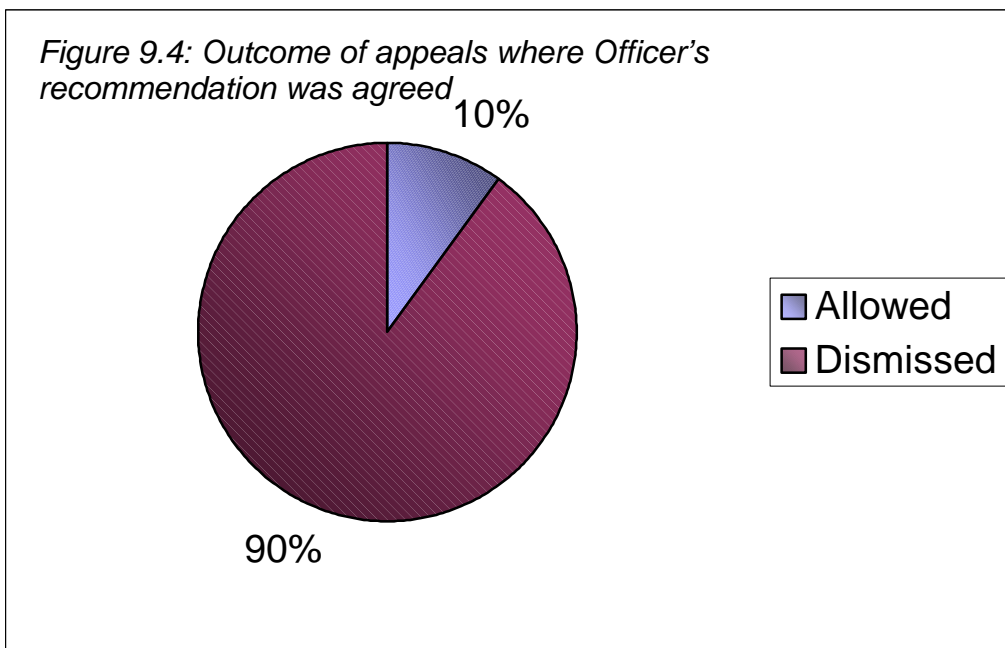
In the case of applications which are Scheduled Items, Officers make a recommendation on how the application should be determined to Members. Members can overturn the recommendation.

Of the 17 Scheduled Items that were appealed, 7 were applications for which the Officers recommendation was overturned. Table 9.3 compares the outcomes of appeals on applications where the Officer's recommendation was agreed to those where it was overturned.

*Table 9.3 – Comparison of outcome of appeals of scheduled items where recommendation agreed and those where recommendation disagreed*

	Where recommendation was agreed	Where recommendation was overturned
Allowed	1	7
Allowed in part	0	0
Dismissed	9	1

Figures 9.4 and 9.5 illustrate the proportion of appeals allowed and dismissed for applications where the Officer's recommendation was agreed and where it was overturned, respectively.



## **Appeal Outcomes Analysis**

In the case of appeals that were determined in the year 2004-05, the majority of the decisions made by Rochford District Council were upheld.

This was the case in all types of planning application except for where the Council had determined the application contrary to the Officer's recommendation. In the majority of these applications that were appealed, the Council's decision was overturned and the appeal allowed. There is a correlation between applications where the recommendation was returned and these applications subsequently being allowed on appeal. However, it is not true to say that there is causation between these two variables i.e. applications determined contrary to recommendation are not always allowed on appeal. In any case, the sample size for applications where the recommendation was overturned is small - too small to draw any definitive conclusions from.

## **Policy Implications**

The appeal applications determined in 2004-05 comprised a variety of development on a number of different land allocations. The development subject to appeal fell into the following broad categories:

- Residential development – New dwelling
- Residential development – Domestic extension
- Green Belt development - Domestic Extension
- Green Belt development - Stables
- Green Belt change of use – Convert land to domestic garden
- Listed building consent
- Residential change of use – Convert highway to garden
- Commercial development

Due to the variety of types of development being subject to appeal, a number of the Local Planning Authority's policies have been tested at appeal. Policies in both the adopted Local Plan First Review and the Second Deposit Draft Replacement Local Plan have been used in appeals.

The following Rochford District policies have been cited as pertinent in appeals determined 2004-05:

Rochford District Local Plan First Review 1995:

- H11 - Housing Development – Design and Layout
- H16 - Purpose Built Flats
- H20 - Backland Development
- H24 - Safeguarding of Residential Amenity
- H26 - Enclosure of Grass Verge
- H28 - Private Sites for Gypsies
- GB1 - Development with the Green Belt

- GB4 - Conversion of Listed Redundant Buildings
- GB5 - Conversion of Unlisted Redundant Buildings
- GB7 - Extensions of Dwellings in the Green Belt
- GB9 - Extensions to Private Gardens
- UC7 - Listed Buildings
- LT3 - Indoor Sports and Leisure Facilities
- LT10 - Horse Riding Facilities
- TP15 – Car Parking on New Development Schemes

Rochford District Plan Replacement Local Plan Second Deposit Draft (2004):

- HP6 – Design and layout
- HP18 – Safeguarding amenities
- HP20 – Enclosure of grass verges
- R1 – Development within the Green Belt

Table 9.4 details the frequency with which the aforementioned policies were cited in appeals, and the outcomes of these.

Policy	Number of times cited in appeal 2004-05	Outcome	
		Dismissed	Allowed/Allowed in part
H11	17	10	7
H16	2	1	1
H20	4	1	3
H24	3	2	1
H26	2	0	2
H28	2	2	0
GB1	13	12	1
GB4	1	1	0
GB5	1	1	0
GB7	2	2	0
GB9	1	0	1
UC7	1	0	1
UC12	1	0	1
UC13	1	0	1
LT3	1	1	0
LT10	1	1	0
TP15	3	0	3
R1	2	2	0
R7	1	0	1
HP7	3	2	1
HP12	1	1	0
HP18	1	1	0

Table 9.4



## Analysis of policies tested on appeal

The following is an examination of the appeals that were allowed. Details include what policies were pertinent to the appeal, issues that arose, and conclusion in terms of the implication for Rochford's planning policies and their implementation.

<b>Appeal Reference:</b>	APP/B1550/A/04/1137328	<b>Policies cited:</b>	H11
<b>Outcome:</b>	Allowed		
<b>Details:</b>	<p>The application was refused on the grounds that the proposed development lacked the required one-metre separation from the boundary at first floor level, contrary to Supplementary Planning Guidance on Housing Design which hangs off Policy H11 of the Local Plan First Review.</p> <p>The Inspector allowed the appeal and stated:  <i>“Although the proposed development does not strictly conform to the Council’s guidelines on separation between adjoining buildings there is sufficient gap maintained to ensure that there would be no terracing effect”</i></p>		
<b>Policy implications:</b>	The decision and Inspector’s comment imply that the Council should not impose the one-metre separation at first floor level standard too rigidly, as long as the objective of the policy is achieved.		

<b>Appeal Reference:</b>	APP/B1550/A/03/1129969	<b>Policies cited:</b>	H11
<b>Outcome:</b>	Allowed in part		
<b>Details:</b>	<p>The planning application was recommended for approval by Officers. Members overturned the recommendation and refused the decision on two grounds:</p> <ul style="list-style-type: none"> <li>• the design of the proposal was considered detrimental to the character and appearance of the area</li> <li>• the proposal was considered to result in a loss of privacy to neighbours.</li> </ul> <p>The part of the proposal that was considered unacceptable in terms of loss of privacy engendered was allowed on appeal. An application for costs was made. An award for costs against the Council was made on the grounds that the Council had acted unreasonably in respect of the decision to refuse on loss of privacy grounds in this case.</p>		

<b>Policy implications:</b>	<p>The proposal was not considered to be contrary to H11 by Officers. The design was considered unacceptable by Members and the Inspector supported this view. This illustrates the degree of subjectivity within housing design guidance.</p> <p>It would not be practical or desirable to produce housing design guidance of such a level of detail as to render the process totally objective. This would stifle creativity and lead to development across the district being overly uniform and homogeneous.</p>
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<b>Appeal Reference:</b>	APP/B1550/A/03/1132766	<b>Policies cited:</b>	H11
<b>Outcome:</b>	Allowed		
<b>Details:</b>	<p>The planning application was recommended for approval by Officers. Members overturned the recommendation and refused the decision.</p> <p>A number of grounds for refusal were given, most of which were resolved prior to the appeal through revisions made by the applicant. The result of the revisions was to leave one reason at issue: the lack of amenity space provision from the overdevelopment of the site.</p> <p>The Inspector noted that the overall level of external amenity space surrounding the flats broadly accords with the Council's requirements. The Inspector accepted that the amenity space would have limited value as use for outdoor recreation or children's play, but stated that this was balanced by the proposed provision of communal open space a short distance to the north and the access that occupants of the flats would have access to a substantial park immediately to the south of the site.</p> <p>The Inspector noted that the density of the proposed development equated to 53 dwellings per hectare and that this slightly exceeded the 30-50 dwellings per hectare range set out in PPG3. The Inspector stated that he did not take the range to be definitive and that the excess was marginal. He also noted that the appeal application was effectively the second phase of a larger development and that the density of the overall development would be in the region of 40 dwellings per hectare.</p>		

<b>Policy implications:</b>	<p>The Inspectors comments suggest that in assessing the amenity provision for proposed residential development, the Council should factor in the potential amenity use of nearby, off-site public open space.</p> <p>The amenity space provision requirements are outlined in Local Plan Supplementary Planning Guidance 1.</p> <p>The Policy as adopted makes no allowance for off-site amenity space. In examining the Replacement Local Plan, the Local Plan Inspector stated that he saw a fault with the way the paragraph was worded, that it read as a requirement rather than guidance.</p> <p>There is an opportunity to review this policy when the Housing Design Supplementary Planning Document is produced as part of the LDF in November 2005.</p> <p>Policy HP3 of the Second Deposit Draft of the Replacement Local Plan stipulates that the density of development must be in the range 30-50, but in town centres and areas with good transport links, higher densities above this range may be acceptable. The Local Plan Inspector recommended that no change be made to this policy.</p>
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<b>Appeal Reference:</b>	APP/B1550/A/04/1141907	<b>Policies cited:</b>	H11, H24, TP15
<b>Outcome:</b>	Allowed		
<b>Details:</b>	<p>The appeal was made against refusal to grant planning permission for the development of land without complying with condition, namely to use as a room as a medical consultation room.</p> <p>The main reasons for refusal related to inadequate parking provision and impact of noise and disturbance created by the proposed use on residential amenity.</p> <p>The Inspector noted that the Council required a minimum parking provision, whereas PPG13 requires a maximum provision. The Inspector found that there were no on-street parking restrictions in the vicinity of the site and that the shortfall of one space would not justify refusal.</p> <p>In relation to the issue of residential amenity, the inspector noted that car parking and the associated levels of noise and disturbance would be confined to the front of the property, and that this level of activity already took place in the area.</p>		

<b>Policy implications:</b>	The Inspector noted that the Council's Local Plan policy cited on the refusal was at odds with the relevant Planning Policy Guidance. The Council's parking standards have been updated through LPSPG2 and they now impose maximum parking standards, in line with PPG13. SPD on car parking to be produced as part of LDF is likely to do likewise.
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<b>Appeal Reference:</b>	APP/B1550/E/04/1141783	<b>Policies cited:</b>	UC7
<b>Outcome:</b>	Allowed		
<b>Details:</b>	<p>Listed Building Consent refused on the grounds that the details proposed would compromise the character, quality and setting of the listed building.</p> <p>Inspector disagreed and stated that proposed alterations would not be contrary to UC7.</p>		
<b>Policy implications:</b>	No policy implications		

<b>Appeal Reference:</b>	APP/B1550/A/04/1138474	<b>Policies cited:</b>	H11, H19, H20, UC12, UC13
<b>Outcome:</b>	Allowed		
<b>Details:</b>	<p>The outline application for a bungalow sited in a residential area within the vicinity of the Rayleigh Mount, a Scheduled Ancient Monument, was refused contrary to Officer's recommendation. An application for costs was made.</p> <p>The main issues in the appeal were:</p> <ul style="list-style-type: none"> <li>• impact on living conditions of neighbours</li> <li>• whether proposal will provide satisfactory living conditions for future occupiers</li> <li>• effect on protected wildlife</li> </ul> <p>The Inspector found that the proposal was not contrary to the Council's adopted policies. A partial award of costs was made to the appellant.</p>		
<b>Policy implications:</b>	No policy implications		

<b>Appeal Reference:</b>	APP/B1550/A/04/1140502	<b>Policies cited:</b>	H11, H16
<b>Outcome:</b>	Allowed		
<b>Details:</b>	<p>The application for the development of a two-storey building containing four flats was refused contrary to Officer recommendation.</p> <p>The main issues were:</p> <ul style="list-style-type: none"> <li>• effect of the proposal on the character and appearance of the area</li> <li>• impact on neighbouring residents in terms of overlooking and loss of outlook</li> <li>• effect on highway safety</li> </ul> <p>The Inspector found that the proposal was not cause material harm to the character and appearance of the locality, nor would it be of significant impact to neighbour's amenities.</p> <p>The Inspector noted that, in relation to highways safety, there was no objection from the Highway Authority. It was noted that parking provision complied with the Council's policy. The Inspector also noted that the proposal was in proximity to Rayleigh town centre and public transport facilities.</p>		
<b>Policy implications:</b>	<p>The issue of car parking provision was raised. LPSPG2 notes that proximity to town centres and public transport is a factor in determining the level of required parking provision. The SPD on car parking to be produced as part of LDF is likely to do likewise.</p>		

<b>Appeal Reference:</b>	APP/B1550/A/04/1141143	<b>Policies cited:</b>	GB1, GB9, R7
<b>Outcome:</b>	Allowed		
<b>Details:</b>	<p>The application for the change of use of former grazing land for horses to residential garden was refused. The appeal site was adjoining an existing residential property in a residential area, but was itself in the Green Belt.</p> <p>The Inspector noted the supporting text for policy GB9 which states that garden extensions into the Green Belt will be allowed where it can be clearly demonstrated that a proposal will not affect the visual appearance of the Green Belt or cause fragmentation of a farm holding.</p> <p>Having regard to the above, the Inspector found that the garden extension constitute an appropriate form of development in the Green Belt.</p> <p>The Inspector imposed conditions intended to impose the openness of the Green Belt.</p>		

<b>Policy implications:</b>	<p>The Inspector felt that the proposal was not contrary to GB9.</p> <p>Policy R7 of the Second Deposit Draft of the Replacement Local Plan is broadly as per GB9 of the Local Plan First Review. Policy R7 states that garden extensions will only be permitted in cases where it can be clearly demonstrated that the proposal would not materially affect the openness of the Green Belt or prejudice the Council's Green Belt strategy. In the Local Plan Inspector's report, the Inspector recommended that no change be made to policy R7.</p>
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<b>Appeal Reference:</b>	APP/B1550/A/04/1141143	<b>Policies cited:</b>	H11, H19, H20, TP15
<b>Outcome:</b>	Allowed		
<b>Details:</b>	<p>The application for a new dwelling in a residential area was refused contrary to Officer recommendation.</p> <p>The reasons for refusal included that the proposal would be harmful to the character and appearance of the street scene, would introduce an intrusive element to the street scene unrelated to the established pattern of the street scene, and that the access would be of detriment to highway users.</p> <p>The Inspector found that the application was not contrary to the Council's policies.</p>		
<b>Policy implications:</b>	No policy implications		

<b>Appeal Reference:</b>	APP/B1550/A/04/1149907	<b>Policies cited:</b>	H11, H20, H24, TP15
<b>Outcome:</b>	Allowed		
<b>Details:</b>	<p>The application for a two-bedroom bungalow was refused contrary to Officer recommendation.</p> <p>The main issue was the proposal's impact on pedestrian safety and convenience which may arise due to a lack of on-site parking.</p> <p>The Inspector noted that the proposal did not accord with the car parking requirements outlined in Policies H11 and TP15. However, the Inspector took into account the emerging Council policies on parking provision, together with advice in PPG3 and PPG13, and, noting that the Council was not objecting to the lack of parking, stated that the absence of car parking was not a determining factor.</p> <p>The Inspector also found that the proposal's design and siting would be of no significant harm to the character and appearance of the street.</p>		

<b>Policy implications:</b>	<p>The Council's parking standards contained within the Local Plan First Review were found to be contrary to the latest government guidance.</p> <p>These, as noted within the appeal, have subsequently been updated.</p>
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<b>Appeal Reference:</b>	APP/B1550/A/04/1154026	<b>Policies cited:</b>	H26
<b>Outcome:</b>	Allowed		
<b>Details:</b>	<p>The application sought approval to enclose a grass verge at a road junction in a residential area. The application was refused on the grounds that the proposal would be harmful to the character of the area, and would set a precedent for the loss of other grass verges and amenity areas in the locality.</p> <p>The impact on highway safety was also examined during the appeal.</p> <p>A tree present on the appeal site was subject to a TPO.</p> <p>The Inspector found that the proposal would retain a degree of openness and would not have a harmful impact on the tree. Noting the lack of objection from the Highway Authority, the Inspector found that the proposal would not be of detriment to highway safety.</p>		
<b>Policy implications:</b>	<p>The Inspector felt that despite the enclosure of the grass verge, the proposal was not contrary to Policy H26 due to the possibility of retaining openness through the imposition of conditions.</p>		

## **Summary**

The policies of the Council which are tested at appeal are generally well supported by Planning Inspectors.

The parking policies that were contained within the adopted Local Plan predated the most recent national guidance. This issue was raised during a number of appeals in 2004-05. The Council has subsequently produced revised parking standards that are in line with the latest government guidance contained within PPG13.

In most cases where the appeal application was allowed, the Inspector found no fault with the Council's policies per se, but, in allowing the appeal, had taken an alternative view of how the policy should be applied to the particular circumstances of the proposal in question.