

Southend-on-Sea Borough Council

Agenda
Item

Report of the Corporate Director of Place
To
Development Control Committee
On
09th December 2015

Report(s) on Pre-Meeting Site Visits

A Part 1 Agenda Item

WARD & TIME	APP/REF NO.	ADDRESS	PAGE
Prittlewell Chase	15/01189/FULM	Southend High School For Boys Prittlewell Chase	3
Chalkwell	15/01125/FULM	St Hilda's School 13 - 15 Imperial Avenue	36

Depart Civic Centre at: 11.15

DEVELOPMENT CONTROL COMMITTEE

SITE VISIT PROTOCOL

Purpose of Visits

- (i)** The purpose of the site visits is to enable Members to inspect sites of proposed developments or development which has already been carried out and to enable Members to better understand the impact of that development.
- (ii)** It is not the function of the visit to receive representations or debate issues.
- (iii)** There will be an annual site visit to review a variety of types and scales of development already carried out to assess the quality of previous decisions.

Selecting Site Visits

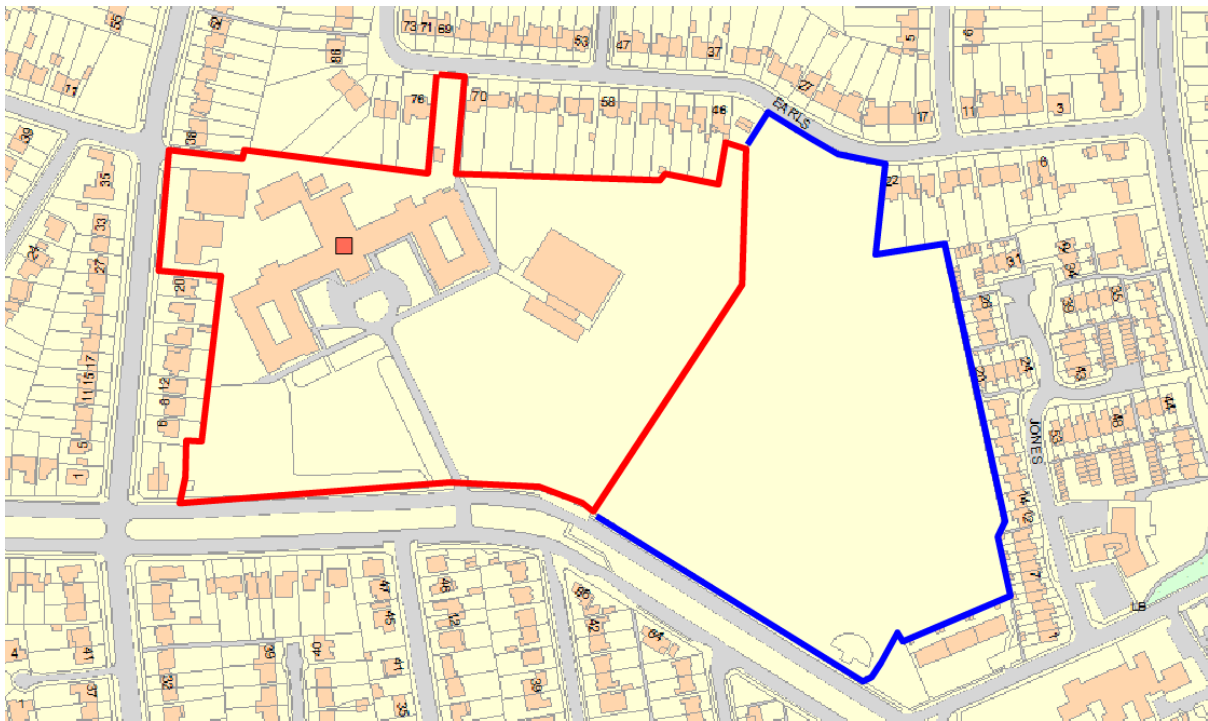
- (i)** Visits will normally be selected (a) by the Corporate Director of Enterprise, Tourism & the Environment and the reasons for selecting a visit will be set out in his written report or (b) by their duly nominated deputy; or (c) by a majority decision of Development Control Committee, whose reasons for making the visit should be clear.
- (ii)** Site visits will only be selected where there is a clear, substantial benefit to be gained.
- (iii)** Arrangements for visits will not normally be publicised or made known to applicants or agents except where permission is needed to go on land.
- (iv)** Members will be accompanied by at least one Planning Officer.

Procedures on Site Visits

- (i)** The site will be inspected from the viewpoint of both applicant(s) and other persons making representations and will normally be unaccompanied by applicant or other persons making representations.
- ii)** The site will normally be viewed from a public place, such as a road or footpath.
- (iii)** Where it is necessary to enter a building to carry out a visit, representatives of both the applicant(s) and any other persons making representations will normally be given the opportunity to be present. If either party is not present or declines to accept the presence of the other, Members will consider whether to proceed with the visit.
- (iv)** Where applicant(s) and/or other persons making representations are present, the Chairman may invite them to point out matters or features which are relevant to the matter being considered but will first advise them that it is not the function of the visit to receive representations or debate issues. After leaving the site, Members will make a reasoned recommendation to the Development Control Committee.

Version: 6 March 2007

Reference:	15/01189/FULM
Ward:	Prittlewell
Proposal:	Erect two storey linked infill extension to North West corner, re-configure existing driveway and layout parking, re-position port-a-cabin erect new gates and form new access onto Prittlewell Chase
Address:	Southend High School for Boys, Prittlewell Chase, Westcliff-On-Sea, Essex, SS0 0RG
Agent	Southend High School For Boys
Applicant:	Rees Pryer Architects LLP
Consultation Expiry:	03.09.2015
Expiry Date:	15.01.2016
Case Officer:	Janine Rowley
Plan No's:	15-17819-01 Revision C Detail Plan of Portacabin; 14-1448 08 Proposed Exit Gates; 14 1448 LP1 Location Plan; LOC 1507-05 Front of School Planting Plan; 14 1448 04 Proposed Elevations; LOC 1507/04 Revision B Car Park Planting Plan; 14 1448 01 Revision B Proposed Site Plan; 14 1448 05 Proposed Site Section; 14 1448 03 Proposed First Floor Plan; 14 1448 02 Proposed Ground Floor Plan; 14 1448 07 Proposed 3D Images; XX-DR-D202 Revision P1 Library Drainage Layout; XX-DR-D230 Revision P1 Drainage Details Revision Sheet 1; XX-DR-D231 Revision P1 Drainage Details Sheet 2; 14 1448 01 Revision A; 14 1448 06 Revision B Proposed Roof Plan
Recommendation:	GRANT PLANNING PERMISSION



Executive Summary

- I. *This application was deferred from the Development Control Meeting of 11th November 2015 to allow further information in relation transport and parking and a site visit.*
- II. *The applicant has submitted additional information including an updated transport statement, transport and parking summary and a statement from the Head teacher in relation to student parking. The plans remain unaltered.*
- III. *The amended transport statement has been updated with the correct figures and confirms that the numbers of pupils will increase from 1203 to 1300 which equates to a 7.46% increase. The applicant states that whilst the additional sixth formers are unable to park on site, the school is already able to accept 400 sixth form students following the approval of a single storey extension earlier this year reference 15/00662/FULM. The statement goes on to state 5 parking spaces would be required for the increase number of students in years 7-11 (82 additional students) based on policy DM15 and 2 spaces for years 12-13 (15 additional students and 1 space for a full time equivalent member of staff. The school propose to increase the parking provision from 90-130 and 87 spaces will be allocated to members of staff and 43 spaces to visitors to the site.*

IV *A statement from the Head teacher Robin M Bevan of Southend High School for Boys has been received stating:*

“As Head teacher of Southend High School for Boys, my first priority is to provide a safe and secure environment for all pupils.

Currently we do not allow students to drive onto the school site nor to park on site. Our existing driveway and parking spaces essentially ‘shared spaces’. All our driveways are additionally used by pedestrians and cyclists (whether staff or pupils). Novice and probationary drivers represent a very specific risk in such context. Whilst, of course, new drivers are also at greater risk of accidents on the public highway, the design of roads and junctions and the segregation of vehicles from pedestrians mitigates that risk. It is not appropriate to permit those same drivers into a densely crowded context where parking, playing space and pupil movements all coincide.

The planning proposal overcomes some of these concerns. During the school day the front of the school facing Prittlewell Chase will, at long last become free of motor vehicles creating an appropriate expanse of space for leisure and sport. We will, however, continue to have significant vehicular traffic (staff, deliveries and contractors) sharing the rear driveway with pupils, for example, moving between lessons. Again this represents an unreasonably high risk environment in which to permit Sixth Form drivers. In contrast, their use of neighbouring residential roads is both segregated from pedestrian movement and protected by the kerbside as a barrier.

It is currently the case that students driving on the school site are not covered by insurance.

Our position is comparable with all neighbouring schools.

There is no school in the immediate vicinity that allows student parking on site. In fact, the degree the emphasis in the responses collated from neighbouring schools is quite striking:

‘We definitely do not allow student parking...’ ‘I can’t imagine what local school offers student parking...’ Westcliff High School for Girls

‘We definitely don’t allow student parking on site...’ Westcliff High School for Boys

‘We also have friction with neighbours, but we do not allow students to park on site, except pedal bikes’ St Thomas More High School

We are aware of a very small number of 11-18 schools nationally that do not provide some student parking. As far as we can ascertain, this is only possible where access to the parking is fully separated from pedestrian entrances. There is no appropriate location on our school site that would facilitate such arrangements”.

- V *In light of the above, the school have provided justification to why sixth form students cannot park on site due to health and safety reasons. This proposal will seek to increase the students in sixth from 385 to 400 resulting in 15 additional students requiring 1 parking space in accordance with policy DM15 of the Development Management Document DPD2. Whilst existing sixth form students are not able to park on site, on balance the proposal will not result in any greater harm in terms of parking within the streets than the existing situation.*
- VI *The proposed design, impact on surrounding properties, highways implications and other planning matters are discussed within the main report. The recommendation is to grant planning permission and the recommendation in full is set out within the main section of the report.*

1 The Proposal

- 1.1 Planning permission is sought to erect a two storey linked infill extension to North West corner of the existing school building, re-configure the existing driveway and layout parking, re-position "port-a-cabin" to the north east corner of the site and erect new gates and form new access onto Prittlewell Chase.
- 1.2 The two storey linked infill extension to the North West corner of the existing school building is 34m wide x 21m deep x 7.5m high. The proposed internal floorspace would include a library, sixth form research, study and seminar area, careers office, toilets, office and store to the ground floor and a pastoral, ict, government/politics and citizenship room to the first floor. The internal floorspace is approximately 1228sqm. The external appearance of the building is to be clad, include glazing and louvres to add interest. The building is flat roof.
- 1.3 The proposed "portacabin" to the north east corner of the site will be resited from the front of the building (granted permission under 15/00717/FULM to be removed 30th September 2016). The "portacabin" is 16.5m wide x 9.6m deep x 3.6m high; flat roof with an internal floorspace of 180sqm.
- 1.4 The proposal also includes alterations to the existing driveway accessed from Holeythick Lane to the east to increase the number of parking spaces from 90 to 130 together with the formation of a new vehicle access onto Prittlewell Chase. The vehicle access to the north in Earls Hall Avenue will be retained but this is only used for emergency vehicles. An existing building is to be repositioned to the north of the two storey sports hall and music facility to the south.
- 1.5 Landscaping is proposed to the northern boundary where the additional parking is proposed together with landscaping along the new driveway to Prittlewell Chase.

- 1.6 The planning statement accompanying this application states there are currently 1203 pupils on site (818 in years 7-11 and 385 in years 12-13) and 135 members of staff (with a further 9 cleaners working at the site although they are off site by the time the rest of the staff come onto site). This application has been submitted as there are a number of undersized rooms below building guidelines for mainstream schools. The applicant states that a funding application was made by the school to the Education Funding Agency, who have awarded a £3 million and the school are also taking a £200,000 loan to fund the proposed works.
- 1.7 This proposal will increase the number of students from 1203 to 1300 from school year 15/16 through to 18/19. Therefore, 97 extra students are to be enrolled at the school (82 students in years 7-11 and 15 students' years 12-13). The number of staff will also increase from 135 to 145 (increase by 10).
- 1.8 A planning statement, noise impact assessment, drainage strategy, landscaping plan, transport statement, tree survey, assessment of BREEAM, phase 1 Habitat Survey, Flood Risk Assessment, Archaeological Desk-Based Assessment have been submitted as supporting information for this development.

2 Site and Surroundings

- 2.1 The school site is located along Prittlewell Chase. The existing school building fronting Prittlewell Chase is locally listed. The immediate south of the existing buildings is the school playgrounds. The site includes three main accesses including Prittlewell Chase to the south, Hopleythick Lane to the east and Earls Hall Avenue to the north. To the east of the site are playing fields and the site is bounded by residential properties two storey in nature.
- 2.2 The site does not fall within any environmentally sensitive areas.

3 Planning Considerations

- 3.1 The main considerations in relation to this application are the principle of the development and loss of a playing field, design and impact on the character of the area, traffic and transportation, impact on residential amenity and CIL liability.

4 Appraisal

Principle of Development

National Planning Policy Framework, DPD1 (Core Strategy) policies KP2, CP4, CP6, CP7; DPD2 (Development Management) policy DM1, and the Design and Townscape Guide SPD1 (2009)

- 4.1 Policy CP6 of the Core Strategy advocates the need to improve educational facilities to ensure that the needs of the local community are met. The policy states that subject to the maintenance of satisfactory environmental conditions and residential amenities, the Borough Council will support the improvement or extension of existing public and private education establishments and will encourage the use of their facilities for community purposes where this would meet identified requirements. The proposed development will provide improvement of the facilities available at Southend High School for Boys, thus the proposal is in principle in accordance with Policy CP6 of the Core Strategy.
- 4.2 The proposed two storey infill extension to the northwest of the existing school building will be located on an existing playground. However, the main playground and playing fields to the south and west of the main school building will remain. Sport England have raised no objection to the proposal on this basis, given that the playground to the immediate west of the existing building is additional to the main playground and playing fields, thus no objection is raised to this element of the proposal.
- 4.3 The application involves a number of changes to facilitate the expansion that would affect the schools playing fields to the east of the main school building. A new access road would bisect the playing field while an additional car parking area and portacabin building would be sited on the playing field adjoining the sports hall. An area to the west of the site, which although not attached to the main playing fields would also be used as a construction compound on a temporary basis.
- 4.4 Policy CP7 of the Core Strategy states the Council will normally refuse permission for proposals involving the complete or partial loss of school playing fields.
- 4.5 Whilst the proposals would not directly affect any of the existing playing pitches that are currently marked out, they would affect areas that are capable of forming playing pitches. The proposed alignment of the new access road would also have the effect of prejudicing the use of the playing field area to the west of it as this area would be too small for allowing pitches to be marked out that are suitable for secondary school use. The use of the area to the west of the site as a construction compound would prevent this area from being used for formal sport for at least the period of the construction programme. Collectively, the proposals could have a significant impact on the playing field as several areas would be lost or prejudiced which could affect the ability of the school to meet its playing field needs.

4.6 The applicant has put forward a number of mitigation measures to enhance the sports development offered at Southend High School for Boys and to mitigate against the proposed works.

4.7 *Playing Field Enhancements*

As set out in the submitted agronomist's feasibility study prepared by Agrostis, the key deficiency of the main body of playing fields to the east of the site where pitches are marked out is the poor drainage conditions which affect the carrying capacity and surface quality of the pitches which in turn restricts the use of the pitches during the winter period. To address this constraint, the Agrostis study report proposes a piped drainage scheme to the majority of the remaining playing field to the east of the site together with works to improve the surfaces. The applicant has confirmed that this proposal will be fully implemented. The benefit to the school (and existing community users of the site such as Leigh Dynamo FC) of implementing this scheme would be that significantly improved quality pitches would be provided which would have the carrying capacity to meet the needs of the school throughout the year which would help deliver the PE curriculum. This would reduce the potential for lessons and matches to be cancelled, surface conditions would be better and there may be the opportunity for increasing the use of the pitches. The community would also benefit as clubs that use the pitches at weekends would be at less risk of having matches cancelled due to pitch conditions plus there may be potential to offer additional use due to the increased capacity of the pitches.

4.8 *Throwing Cage:*

The existing throwing cage that is used for athletics (i.e. discus) to the north east of the playing field is in a poor state of repair and requires replacing to make it fit for purpose. It is proposed to provide a new throwing cage to replace it which would improve athletics opportunities for students.

4.9 *Community Use of Playing Fields:*

While a football club currently uses the school's playing fields at weekends, community use of the playing field is not formalised or secured at present as it is subject to informal arrangements. It is proposed to complete a community use agreement to secure community access to the playing field over a long term period. This would give existing and future community users greater security of access to the playing fields.

4.10 Sport England have raised no objection subject to conditions in relation to playing field enhancement works specification and phasing, throwing cage details, removal of construction compound and a community use agreement.

4.11 In light of the above, the impacts on the playing fields are considered to be outweighed by the improvement to open space on the site and therefore is considered acceptable subject to conditions and other material planning considerations discussed below.

Design and Impact on the Character of the Area

National Planning Policy Framework; DPD1 (Core Strategy) policies KP2, CP4; DPD2 (Development Management) policy DM1, and Townscape Guide SPD1.

- 4.12 Policy DM1 of the Development Management requires any new development to respect and enhance the character of the site, its local context and surroundings in terms of its architectural approach, height, size, scale, form, massing, layout, proportions, materials and overall townscape. The proposed development will enable a replacement of a dilapidated technology building with a contemporary building providing extra internal floorspace for pupils at the existing school and future expansion.
- 4.13 The main school building is considered to make a positive contribution to the historic character of Prittlewell Chase and has been designated a Locally Listed Building. The proposal seeks to build a new library/teaching block to the rear of this building, locate a temporary storage building to the eastern side of the rear car park and re-landscape the external area of the school including the creation of a new drive existing onto Prittlewell Chase.
- 4.14 *New Library/Teaching Block*
The overall design and scale of the proposed two storey infill extension satisfactorily relates to the existing building appearing subservient. The extension is a simple modern boxed form with curtain glazing to most of the visible ground floor and cladding and more conventional glazing above. The entrance is defined by continuing the curtain glazing over the two floors and applying an external brise soleil detail with feature crest to the upper storey. The overall quality and detailing of the elevational treatment although simple, is well defined, has more cohesion between the floors and a positive relationship with the school architecture generally. The simple design reflects the proportions and spacing of the existing building and picks up on its colouring with the cladding choice but is restrained so that it does not compete with the historic building and this is considered to work well. The defining entrance feature and overhanging first floor helps to add interest to the main facades and identified the entrance as the main focal point. The extension will have very limited views only from Hogleythick Lane to the east through gaps between properties.
- 4.15 Given the simplicity of the design the success of the proposal will depend on the quality of materials, the quality of which can be controlled by condition.

4.16 *"Portacabin"*

The proposed building will be visible from Prittlewell Chase and Earls Hall Avenue it would impact on the public setting of the school. Whilst no objection is raised to the scale and form, there is a need for the proposal not to detract away from the existing character of the main school buildings. A landscape planting design statement including a plant schedule, specification and management plan and submitted drawings provides further details on how the school will achieve planting mature species and screening to mitigate against any potential harm. Nonetheless the building is not considered suitable for permanent retention and its removal within 3 years is considered appropriate.

4.17 *Landscaping*

A number of changes to landscaping and access are proposed, some of which will impact on the front of the locally listed building. The proposal includes the replacement of the existing tree avenue to main entrance. The existing avenue of trees is an important part of the setting of the historic building and help to highlight the main entrance and compliment the symmetry and formality of its design. The report accompanying this application states that the trees are in decline and this has been verified by the Councils Arboriculturalist has raised no objections as the current trees are not worth of preservation. Subject to the landscaping details proposed no objection is raised. The applicant proposed to replace them with heavy standard Oak trees surrounded by Beach hedging, which are welcomed and will continue to enhance the overall setting of this historic building.

4.18 *New road and associated tree planting*

It is also proposed to plant a new single less formal line of oaks on the frontage of the school to the South East of the buildings to define the route of the new exit drive. Although this will impact on side views of the building it is considered that the repetition of the tree planting will provide a consistent character for the frontage of the building and help to enhance the impact of the proposed additional drive in this area. There is no objection to the drive in principle or the proposed matching gates. Informal tree planting is proposed to the south west corner of the frontage, which is considered sufficient distance from the formal planting of the drives and will not interfere with its symmetry. It will add softening to the streetscene and is welcomed. Planting to rear within the new car park will provide a buffer zone to mitigate against the car park from the neighbours and is welcomed.

4.19 The resiting of the hammer throwing cage will not result in any material harm to the character and appearance of the area.

4.20 In light of the above, the proposed development subject to conditions is considered to relate satisfactorily to the character and appearance of the existing school buildings and will provide positive additions. The proposal is therefore consideration in accordance with the NPPF, policies KP2 and CP4 of the Core Strategy, policy DM1 of the Development Management, and the Design and Townscape Guide.

Traffic and transportation

National Planning Policy Framework; DPD1 (Core Strategy) policies KP2, CP4, CP3; DPD2 (Development Management) DM15, and the Design and Townscape Guide SPD1.

- 4.21 The main access point to the school is from Prittlewell Chase, which runs along the southern boundary of the site, this access is used for pedestrians and cyclists and vehicle access for visitors. Prittlewell Chase is a main route running in an east to west direction through Southend-on-Sea, with the opposing flows split into two separate carriageways segregated by a wide verge.
- 4.22 Bus stops are located immediately east of the school access on the eastbound carriageway, with a zebra crossing provided just east of the eastbound carriageway, and bus stop on the westbound carriageway located just west of the zebra crossing of the westbound carriageway. The main school access is off Prittlewell Chase therefore also serves pupils and staff that use public transport as a means of travelling to school, although there is also a second pedestrian access point on the school boundary with Prittlewell Chase immediately adjacent to the bus stops.
- 4.23 Cycleways are also present along both carriageways of Prittlewell Chase between the junction with Highfield Gardens to the west and Fairfax Drive to the east, with wide footways also present along both sides of Prittlewell Chase. On street parking bays are also provided along large sections of the road along the school frontage, meaning that the majority of each carriageway is restricted to one running lane between the junctions with Highfield Gardens and Fairfax Drive.
- 4.24 A second access point to the school is located at the northwest corner of the site on Hopleythick Lane which provides vehicular access for staff as well as pedestrian and cyclist access. A bus stop is located on the southbound carriageway of Hopleythick Lane just south of the school access, and stop on the northbound carriageway about 100 metres south of the site.
- 4.25 A third access point to the north of the school buildings is taken from Earls Hall Avenue which is a small residential road, although the vehicular access is gate controlled with gates generally remaining locked, although a separate gate permitting pedestrian and cyclist access remains open.
- 4.26 Other access gates to the school playing field that occupies the eastern section of the school site are present to Earls Hall Avenue and Prittlewell Chase; however these are generally kept locked.
- 4.27 The majority of development surrounding the school is residential development, with the most roads being quiet residential roads, with the main road providing access to the wider area being Prittlewell Chase which runs east to the A127 (via Fairfax Drive) and west through a large area of residential development.

- 4.28 Vehicle parking standards as required by policy DM15 of the Development Management Plan state as maximum standards 1 space per 15 students is required for years 7-11. For schools with further education as in this instance 1 space per 15 students for full time equivalent staff plus 1 space per 15 students for student parking are required. The existing site includes 90 informal parking spaces for 1203 students and 135 members of staff. In accordance with Policy DM15 of the Development Management Document, 107 car parking spaces should be provided (55 for years 7-11, 26 spaces for years 12-13 and 26 spaces for members of staff), so there is an existing shortfall of 17 parking spaces.
- 4.29 The proposed development will increase the number of students from 1203 to 1300 (82 students in years 7-11 and 15 students' years 12-13) and members of staff from 135 to 145 (increase in 10). Based on policy DM15 of the Development Management Document as stated above in paragraph 4.28, this would necessitate a further 5 spaces for years 7-11 and 2 spaces for years 12-13 (7 in total). The proposal seeks to provide additional car parking increasing the capacity from 90 to 130 parking spaces. This is considered in excess of the policy requirements given that a total of 114 parking spaces are required in accordance with policy DM15 of the Development Management Document.
- 4.30 The transport and parking summary dated November 2015 accompanying this application suggests that 18% of students arrive to the school by car including car sharing and lifts to and from the school including individuals driving themselves. 78% of staff currently arrives by car.
- 4.31 Whilst the school does not currently have a travel plan, one has been submitted for consideration with this application. The submitted details include a number of measures aimed at reducing reliance on the car to reach the school encouraging sustainable transport in the form of walking, cycling and use of public transport together with car sharing.
- 4.32 The current site has provision for 190 cycle spaces. The current proposal will allow for the provision of additional spaces to be provided. Policy DM15 of the Development Management Document requires 34 cycle spaces and this can be dealt with by condition to ensure the proposal is policy compliant in terms of cycle provision.
- 4.33 The application is also accompanied by a Stage 1 Road Safety Audit with reference to the formation of a new access road within the site creating a one way system entering from Hopleythick Lane to the west and exiting on Prittlewell Chase to the south. The vehicle access to the north exiting on Earls Hall Avenue is only used for emergency purposes. The proposal also includes the resiting of the existing bus stop on Prittlewell Chase that can be dealt with by condition. A number of issues have been identified by the safety audit in relation to visibility and conflict with pedestrian, internal road marking and the design splay of junction permits left turn into new access.

The applicant has confirmed all of the issues will be resolved at stage 2 of the safety audit, the Councils Highway Officer concurs with this view and no objection is raised on this basis.

- 4.34 Taking into account the parking is policy compliant with policy DM15 of the Development Management Document and subject to the stage 2 road safety audit of the new access road and number of actions encouraging sustainable transport in the form of walking, cycling and use of public transport together with car sharing that can be encouraged and monitored effectively by the travel plan the proposal is considered acceptable. The Councils Highway Officer has raised no objection to the proposal on parking or highway safety grounds.

Impact on residential amenity

National Planning Policy Framework; DPD1 (Core Strategy) Policies KP2 and CP4; Development Management DPD2 policy DM1, and the Design and Townscape Guide SPD1 (2009).

- 4.35 The nearest residential property to the proposed two storey infill extension is 16.5m away from the rear boundary of no. 20 Hopleythick Lane. Whilst there are windows at first floor taking into account the orientation and separation distance the proposals will not result in overlooking or loss of privacy. Furthermore, the overall height of the extension will be set down from the existing main building not appearing overbearing to the residents of no. 20. There is in excess of 31m to the northern boundary abutting properties within Earls Hall Avenue, which is sufficient to mitigate any material harm on the existing residents in terms of overlooking, loss of privacy and the development being overbearing.
- 4.36 The existing vehicle access from Hopleythick Lane to the rear of the school buildings finishes at the emergence access from Earls Hall Avenue (i.e. does not go any further than no. 70 Earls Hall Avenue). This application seeks to extend the road and form new parking areas to the rear of nos. 46-70 Earls Hall Avenue. The applicant intends to plant a landscaping buffer area and seeks to retain existing trees established along the boundary. To the rear of the elevations of the aforementioned properties is 22m-29m separation distance.
- 4.37 In terms of noise and disturbance, there are no restrictions of the opening hours of the school. It should be noted no conditions were imposed on the school when originally constructed in terms of hours of use. The additional parking is proposed to be accessed from Hopleythick Lane entrance forming a one-way system. In order to mitigate against any potential harm from the increased noise and disturbance from vehicles entering and exiting the site a condition will be imposed for the installation of an acoustic fence. An acoustic fence of up to two metres would reduce any potential harm to the flank elevations of nos. 46-70 Earls Hall Avenue. Furthermore, the acoustic fence should also provide a barrier to any light omitted from vehicles in this location. Low level lighting is proposed to the paving area and this will be dealt with by condition for further information to ensure the amenities of nearby residents are preserved.

- 4.38 The proposed portacabin will be single storey with an overall height of 3.6m sited 31m away from the north boundary abutting no. 46 and 50 Earls Hall Avenue and 138m to the southern boundary with Prittlewell Chase. There is considered sufficient distance to mitigate against any potential harm in terms of being overbearing, loss of privacy and overlooking and will be removed within 3 years given that this element of the proposal is only acceptable on temporary basis. Additional screening and mature landscaping proposed will also help to protect amenities of existing occupiers.

Sustainability

National Planning Policy Framework; DPD1 (Core Strategy) policy KP2; DPD2 (Development Management) policy DM2.

- 4.39 Paragraph 97 of the NPPF states that local authorities should promote energy from renewable sources. Policy KP2 of the Core Strategy states that all new development proposals should demonstrate how they will maximise the use of renewable and recycle energy, water and other resources. Policy DM2 of the Development Management Document advocates the need to ensure the delivery of sustainable development whereby all development proposals should contribute to minimising energy demand and carbon dioxide emissions in accordance with the energy hierarchy.
- 4.40 The existing school employs various renewable energy technologies that meet the 10% requirement of policy KP2 of the Core Strategy.
- 4.41 Policy KP2 of the Core Strategy states all development proposals should demonstrate how they incorporate sustainable drainage systems (SUDS) to mitigate the increase in surface water runoff, and, where relevant, how they will avoid or mitigate tidal or fluvial flood risk.
- 4.42 The applicant has submitted a Drainage Strategy carried out by Peter Dann Consulting Engineers. The onsite surface water system proposed for the car park is designed to accommodate run-off during all events to and including the 100 year plus 30% to allow for increases in rainfall intensity due to climate change. The permitted surface water discharge from the site will be restricted to the green-field run off rate. It is intended to connect the on-site surface water system which outfalls from the site to the Anglian Water surface water system in Earls Hall Avenue. The existing surface water system was upgraded in 2014 to mitigate the re-occurrence of surface water flooding issues that have caused damage to existing buildings. The surface water network for the car park has an impermeable area of 0.200ha and will discharge to the offsite network via an existing manhole to the north of the school. Areas of soft landscaping have been incorporated in the design to help mitigate the surface water also. Foul drainage will discharge via a gravity system off site to the Anglian Water system in Earls Hall Avenue.
- 4.43 Subject to an appropriate condition and management strategies recommended within the submitted report and the detailed drawings, the applicant has demonstrated the proposal will not increase surface water runoff.

Community Infrastructure Levy Charging Schedule

- 4.44 Although this application is CIL liable given the floorspace is 1228sqm for the sixth form block and 180sqm for the portacabin (overall 1408sqm), in this instance the chargeable amount has been calculated as a zero rate as applicable due to the school is registered with Local Education Authority and makes no profit relevant evidence has been submitted..

Other Matters

Noise Impact

- 4.45 A Noise Impact Assessment carried out by Loven Acoustics has been submitted for consideration to assess the potential impact of the development on the nearest residential properties. Mitigation measures in accordance with British Standards BS 5228:2009 are suggested including restriction of construction hours Monday to Friday 0800-1800, Saturdays 0800-1300 and at no time on Sundays and Bank Holidays, which will be conditioned accordingly. In terms of impact of noise from the increased numbers of pupils the statement details the main school as existing has a noise level of 0.8dB and the increase in students from this proposed development will increase the noise by 1.1dB, overall 0.9dB. The difference is below human perception so would not result in a discernible increase to any noise-sensitive receptors. Any plant equipment to be installed will be dealt with by condition.

Public Consultation from the school with local residents

- 4.46 The school engaged with 62 neighbouring properties to those abutting the boundary in Earls Hall Avenue and Hobleythick Lane at a consultation event on the 16th June 2015. The main issues included concerns relating to the road, parking area, number of students, noise and disturbance, which have been discussed in detail above.

Archaeology

- 4.47 An archaeological desk based assessment prepared by ASE (reference 2015176) has been submitted and concludes that there are no designated heritage assets within the site itself or a 500m study area surrounding the development. Although the site is locally listed it does not fall within a conservation area. A condition will be imposed to ensure if any archaeology is discovered during the demolition and construction works, full details are submitted to the Council to be recorded.

Ecology/Bat Survey

- 4.48 The NPPF (section 11) states that local authorities should aim to conserve and enhance biodiversity. Planning decisions must prevent harm to bio-diversity and impose adequate mitigation measures where appropriate. Officers have carried out an assessment of the application under the Habitats Regulations 2010 and in particular Regulation 61. The Habitats Regulations require a two-step process. Firstly consideration needs to be given as to whether the development is likely to have a significant effect and if it does, the next step is to make an appropriate assessment. A Phase 1 Habitat Survey, Ecology Survey carried out by Eight Associates dated 17.06.2015 has been submitted for consideration. Several recommendations are proposed including afforded bat roost potential to buildings, pre works to check for animal burrows, secure storage for liquids held on site, building works are recommended to be carried outside of breeding season or pre clearance of nests. A suitable condition will be imposed to ensure the development is carried out in accordance with the mitigation measures and recommendations set out in the report as stated above are adhered to.

Lighting

- 4.49 The proposal will include the provision of external lighting to the main entrance, roadway, car park and cycle sheds in the form of low level bollard type lighting to minimise light pollution. A condition will be imposed to ensure full details are submitted for consideration to mitigate against any potential harm to surrounding residential properties.

Flood Risk Assessment

- 4.50 The site is located within flood zone 1 and is therefore suitable for all types of development without the need to pass the sequential test of exception test. The site is not at a significant risk of flooding. The supporting information carried out by MTC Engineering confirms that the development will not increase discharge rates from any section that lies on currently permeable ground. The proposal is considered in accordance with the NPPF, whereby subject to conditions the proposed development will not result in any flood risk or drainage related issues.

Conclusion

- 4.51 In light of the above, the impacts on the playing fields are considered to be outweighed by the improvement to open space on the site. The design and scale of the proposed development relates satisfactorily to the existing school buildings and will provide an improved education facility.

5 Planning Policy Summary

5.1 National Planning Policy Framework

5.2 Development Plan Document 1: Core Strategy Policies KP1 (Spatial Strategy), KP2 (Development Principles), CP3 (Traffic and Highways), CP4 (The Environment and Urban Renaissance), CP6 (Community Infrastructure), CP7 (Sport, Recreation and Green Space)

5.3 Development Management Document: Development Management Document policies DM1 (Design Quality), DM2 (Low carbon development and efficient use of resources), DM15 (Sustainable Transport Management)

5.4 SPD1 Design & Townscape Guide 2009.

6 Representation Summary

Design and Regeneration

6.1 The main school building is considered to make a positive contribution to the historic character of Prittlewell Chase and has been designated a Locally Listed Building. The proposal seeks to build a new library/teaching block to the rear of this building, locate a temporary storage building to the eastern side of the rear car park and re-landscape the external area of the school including the creation of a new drive existing onto Prittlewell Chase. The design of these various elements is assessed below:

New Library/teaching block

There are no design objections in principle of a new two building in this location provided that the proposal does not detrimentally inhibit the outlook or light to the surrounding building which seems very close in places. The planning statement outlines the uses in the existing building surrounding the site and it is accepted that there will be a minimal impact on daylighting to the existing teaching spaces.

The site itself has no clear public views so the proposal will have no impact on the streetscene but as a public building it is important that the design is well resolved and uses high quality materials.

The scale and the height of the proposal is similar to the surrounding buildings and considered to be generally acceptable. The extension itself is a simple modern boxed form with curtain glazing to most of the visible ground floor and cladding and more conventional glazing above. The entrance is defined by continuing the curtain glazing over the two floors and applying an external brise soleil detail with feature crest to the upper storey.

It is pleasing to see that the quality and detailing of the elevational treatment has improved during the pre app process and now the proposal, although simple, is well defined, has more cohesion between the floors and a positive relationship with the school architecture generally. The simple design reflects the proportions and spacing of the existing building and picks up on its colouring with the cladding choice but is restrained so that it does not compete with the historic building and this is considered to work well. The defining entrance feature and overhanging first floor helps to add interest to the main facades and identified the entrance as the main focal point.

Given the simplicity of the design the success of the proposal will depend on the quality of materials which are proposed as:

- Trespa cladding panels papyrus white to match the stone window surrounds of the main building – there is no objection to this which seems broadly acceptable although the exact product is undefined and should therefore be clarified.
- Curtain walling technical aluminium beaded glazing ral 7016 – no objections
- Brise soleil - timber frame and aluminium louvers – this appears to be acceptable although further details would be preferable. It would also be helpful to know the materials for the crest to be mounted on the louvers and any proposed lighting.
- Multi buff stock plinth and brick to single storey section – this is undefined and should be clarified. The existing building and other extensions in the vicinity appear to be red brick and it would therefore be preferred for this to match.
- Roof bauer single ply roofing system light grey – no objections although the detailing of the fascia capping should be clarified as this will be the visible element. It appears to be grey metal on the visuals.
- Natural buff tarmac to footpaths and playground – this should match the existing.

Storage Barn

The site and landscaping plan notes that a new storage barn is to be located to the eastern side of the rear car park and this seems to be referred to in the description as 're position portacabin.' It is unclear where this is being re-positioned from but as proposed the building will be visible from Prittlewell Chase and Earls Hall Avenue it would impact on the public setting of the school which is regrettable. Although this may be ok for a transitional period a properly designed more permanent solution should be sought in the medium term or it should be located away from public view.

Landscaping proposals

A number of changes to landscaping and access are proposed, some of which will impact on the front of the locally listed building. These are discussed in turn.

Replacement of tree avenue to main entrance

The existing avenue of trees are an important part of the setting of the historic building and help to highlight the main entrance and compliment the symmetry and formality of its design although it is noted that a number have been lost over the years. The report states that these are in decline and it is proposed to replace them with heavy standard oak trees surrounded by beach hedging. If the condition of the trees can be verified then there would be no objection to this proposal as it would maintain the existing structure of the entrance in due course.

Planting to rear

This should help to mitigate the car park from the neighbours and is welcomed.

Sustainability

It is proposed to install pvs on the new teaching block and, if necessary on the existing building, to meet the requirement for 10% renewables. This is considered acceptable in principle but although the technical report notes the forecasted energy generated there is no information to show that this meets the 10% policy requirement. The following information should be sought:

- Predicted energy usage of the building without renewables
- Predicted energy useable of the building with renewables
- Demonstrate a 10% saving is achieved

Archaeology

The desk based archaeological assessment seems comprehensive and it seems likely that the probability of finds on the site would be low, however, Southend museum (Luisa Haegle) should be consulted to confirm whether an archaeological condition should be sought.

Children and Learning

6.2 No comments.

Traffic and Transportation

6.3 *Highway works*

The applicant is providing 130 car parking spaces for the proposed school expansion. The number of car parking spaces that are required for the expansion using the current DM15 policy is 114. Therefore the parking provision for the proposal exceeds car parking standards for the proposed school expansion. Cycle parking for the proposal will be policy compliant.

The proposed development will require an additional exit onto Prittlewell Chase, this has been independently safety audited which has recommended the relocation of the bus stop to increase the visibility splay for vehicles that are exiting the school. The relocation of the bus stop will require an amendment to the existing traffic regulation order. The costs for these works are £4000. The applicant will be required to enter the appropriate legal agreement to carry out any alterations to the highway.

A travel plan is requested as part of the proposal and should be conditioned.

Given the above information no highway objections are raised as all aspects of the parking provision are policy compliant. It is not considered that the proposal will have a detrimental impact on the public highway.

Travel Plan

- No current Travel Plan or monitoring of mode of travel.
- It is not clear to how well the existing car parking is used.
- It is not clear whether the existing site already gives rise to congestion on the highway
- The Travel Plan should be to increase the awareness of all school users and not just pupils of the advantages and potential for travel by environmentally friendly means and associated health benefit
- It is important that the Travel Plan survey is able to confirm the distance that people are prepared to walk
- Looking at the admission policy for the school in 2016-2017 priority is given to those candidates whose parents' primary residence lies within the postcode areas of SS0, SS1, SS2, SS3, SS4, SS5, SS6, SS7, SS8 and SS9. SS8 is Canvey Island – this is about 14 miles from the school and SS5 is Hockley which is 5 miles away from the school.
- Current levels of cycle parking should be monitored
- There is no discussion of train services. Prittlewell Station is about a 20 minute walk away
- An analysis of the availability of buses for after school activities has been provided
- There is no reference to the Prittlebrook Cycle path which is largely off road.
- It is recommended that the Travel Plan is included in the School Improvement Plan to ensure that it is reviewed by the relevant staff at appropriate intervals.
- It is recommended that travel options and benefits be promoted at school open days. The travel plan that is presented here does not provide obvious and helpful advice regarding travel options to the school. The school website does provide a link to Google maps through which it is possible to find out travel options. However, it does not promote the opportunities and benefits to staff and students. Knowing and experiencing different travel options is an important life skill.
- The contents of the information pack should focus on an information leaflet that provides the information for people to easily find out what travel options are available to them. Southend on Sea Borough Council's (SBC) Travel Plan Co-ordinator will be able to advise on contacts with the various companies/organisations at the time the pack is put together. In addition, SBC's sustainable travel branding is 'Ideas in Motion'. There is a website that provides information on all sustainable modes available in Southend - www.ideasinmotionsouthend.co.uk. This website will be able to provide the relevant links to the key websites that provide advice on how to find out the sustainable travel options and local active travel events. The leaflet should provide key links and contact information for the following:

Sport England

6.4 Summary:

No objection is made as a statutory consultee subject to 5 planning conditions being imposed on any planning permission relating to the playing field enhancement works specification and phasing, throwing cage details, removal of construction compound and a community use agreement.

The application involves a number of proposals to facilitate the expansion of Southend High School for Boys that would affect the school's playing field. A new access road would bisect the playing field while an additional car parking area and a small barn building would be sited on the playing field adjoining the sports hall. An area to the west of the site which is divorced from the main body of playing fields would also be used as a construction compound on a temporary basis.

Following pre-application discussions with the applicant, the impact is proposed to be mitigated through a package of proposals that would enhance the playing field. I consider that Exception E5 of Sport England's playing fields policy would be the most applicable to the proposal. I have visited the site and considered the information provided in support of the planning application and would make the following assessment of how the proposed development would relate to exception E5:

Sports Development Benefits

The key potential sports development benefits of the proposed development are considered to be as follows:

□ **Playing Field Enhancements:** As set out in the submitted agronomist's feasibility study prepared by Agrostis, the key deficiency of the main body of playing fields to the east of the site where pitches are marked out is the poor drainage conditions which affect the carrying capacity and surface quality of the pitches which in turn restricts the use of the pitches during the winter period by the school and places limitations on community use. To address this constraint, the Agrostis study report proposes a piped drainage scheme to the majority of the remaining playing field to the east of the site together with works to improve the surfaces. The applicant has confirmed that this proposal will be fully implemented. The benefit to the school (and existing community users of the site such as Leigh Dynamo FC) of implementing this scheme would be that significantly improved quality pitches would be provided which would have the carrying capacity to meet the needs of the school throughout the year which would help deliver the PE curriculum. This would reduce the potential for lessons and matches to be cancelled, surface conditions would be better and there may be the opportunity for increasing the use of the pitches. The community would also benefit as clubs that use the pitches at weekends would be at less risk of having matches cancelled due to pitch conditions plus there may be potential to offer additional use due to the increased capacity of the pitches.

- Throwing Cage: The existing throwing cage that is used for athletics to the north east of the playing field is in a poor state of repair and requires replacing to make it fit for purpose. It is proposed to provide a new throwing cage to replace it which would improve athletics opportunities for students;
- Community Use of Playing Fields: While a football club currently uses the school's playing fields at weekends, community use of the playing field is not formalised or secured at present as it is subject to informal arrangements. It is proposed to complete a community use agreement to secure community access to the playing field over a long term period. This would give existing and future community users greater security of access to the playing fields.

Impact on Playing Field

In relation to the impact on the playing field, while the proposals would not directly affect any of the existing playing pitches that are currently marked out on the playing field, they would affect areas that are capable of forming playing pitches (or parts of) and some of these areas have been used for pitches in the past. The proposed alignment of the new access road would also have the effect of prejudicing the use of the playing field area to the west of it as this area would be too small for allowing pitches to be marked out that are suitable for secondary school use. The use of the area to the west of the site as a construction compound would prevent this area from being used for formal sport for at least the period of the construction programme. Collectively, the proposals would be considered to have a significant impact on the playing field as several areas would be lost or prejudiced which could affect the ability of the school to meet its playing field needs.

Conclusion

In view of the playing field mitigation measures that have been proposed, I am satisfied that the potential sports development benefits of the proposals would outweigh the detriment caused by the impact on the playing field. The proposed development is therefore considered to accord with exception E5 of Sport England's playing fields policy. This being the case, Sport England does not wish to raise an objection to this application, subject to conditions being imposed as set out below.

Public Consultation

6.5 Four site notices displayed on the 13th August 2015 and 87 neighbours notified of the proposal. 19 letters of representation have been received stating:

- Earls Hall Avenue suffers already from parking problems associated with the school
- The school will be increasing its students wishing to park and this will encroach on surrounding roads
- The Council should insist that when the building is completed there must be provision made for adequate parking on site for the sixth formers who wish to travel to the school by car
- No objection subject to parking restrictions on Earls Hall Avenue during school hours
- Strongly object to the plans for additional extensions due to parking
- The road construction and increased parking concentrated in the adjacent area to the rear of gardens in Earls Hall Avenue is of concern
- A one way road serving 130 vehicles at the foot of the garden will be most intrusive, causing noise and disturbance from starting, stopping, reversing, turning and parking **[Officer Comment: A condition will be imposed to ensure an acoustic fence is installed to the northern boundary abutting the new access road and parking area to the rear of nos. 46-70 Earls Hall Avenue].**
- Lights will penetrate through the gardens and living areas **[Officer Comment: A condition will be imposed to ensure an acoustic fence is installed to the northern boundary abutting the new access road and parking area to the rear of nos. 46-70 Earls Hall Avenue].**
- Landscaping proposals and low level bollards are insufficient to eliminate disturbance and there is no confirmation that the existing mature trees and tall shrubs along the boundary will be untouched preserving privacy **[Officer Comment: A landscaping strategy has been submitted for consideration, which will provide a buffer zone between the properties and the car parking area. A number of trees are to be retained along this boundary. This will be dealt with by condition].**
- There have been on-going drainage issues since the Sports Hall, Maths Block and demountable classrooms have been erected and gardens are frequently waterlogged and this proposal will exacerbate the drainage **[Officer Comment: The drainage strategy accompanying this application carried out by Peter Dann Consulting Engineers demonstrates that the onsite surface water system is designed to accommodate run-off during all events to and including the 100 year plus 30% to allow for increases in rainfall intensity due to climate change, which is considered acceptable in accordance with policy KP2 of the Core Strategy].**
- This application seeks to greatly reduce the green zone between properties in Earls Hall Avenue and the school and replace with a roadway to the detriment of the occupants of these properties

- Permission was originally refused for the sports hall and music facility and only allowed when a green zone of trees were planted between the residential areas and new buildings **[Officer Comment: A landscaping strategy has been submitted for consideration, which will provide a buffer zone between the properties and the car parking area. This will be dealt with by condition].**
- Earls Hall Avenue is often used as an overflow car park for sixth form pupils and this will inevitably increase the danger and parking problems in the surrounding streets including Earls Hall Avenue
- Students and parents park on the double yellow lines, across driveways and on blind bends, leaving only a road as a single track with no passing places and is impossible for emergency services
- We do not need a fatality before the school takes responsibility and provides adequate parking for students and parents.
- The school should allow parking on their own grounds for students.
- The transport statement is incorrect regarding the geographic residential location of their pupils and to the distance of the school.
- Parking has moved slightly from Earls Hall Estate but the school is still a serious issue in terms of parking.
- Introduction of parking restrictions would just move residents elsewhere and there is normally space somewhere on the Earls Hall Estate
- The school already admits there is an issue caused by students particularly sixth form from the head teacher to residents in July 2015
- A survey was sent to residents over five years ago regarding measures to improve the situation i.e. permit parking, using speed humps and converting the road into a one way operation but not solution was implemented. Since this the number of students has increased parking restrictions around the hospital has resulted in more people parking in local roads and people cut through to avoid the new arrangement on Cuckoo Corner.
- Permits should be implemented or prevent vehicle access to Earls Hall Avenue from Victoria Avenue or introducing speed humps **[Officer Comment: Proposals for permits or traffic calming are considered against established criteria and decisions are made by the Council's Traffic and Parking Working Party and Cabinet Committee. This is distinct from the Consideration of this application which will be dealt with on its planning merits].**
- Plans are incorrect as longpit no longer exists and existing gate onto Earls Hall Avenue not shown correctly. An alternative parking arrangement could be found from Earls Hall Avenue.
- Parking restrictions 0800-0930 to 1500-1630 Monday to Saturday to reduce parking from the school and Southend United**[Officer Comment: Proposals for permits or traffic calming are considered against established criteria and decisions are made by the Council's Traffic and Parking Working Party and Cabinet Committee. This is distinct from the Consideration of this application which will be dealt with on its planning merits].**
- The parking has always caused problems and councillors have been informed caused by cars, large lorries, refuse trucks passing freely through the road and damage has occurred to vehicles

- Section 4.8 of the planning statement refers to a neighbour consultation between the school and residents, it should be noted only a selected number of residents were contacted **[Officer Comment: All residents have been notified that about the boundary of the site for a period of 21 days together with the display of various site notices surrounding the site]**
- The school only chooses selected groups to notify
- The school does not have a travel plan or way to monitor it **[Officer Comment: A condition below will ensure the applicant has to submit a fully detailed travel plan with continuing monitoring targets]**
- The proposals identifies a large proportion of students live within 2km of the school and virtually all within 5km, this is factually incorrect
- The information submitted with the travel plan is incorrect i.e. TRICS data **[Officer Comment: A transport and parking summary has been received updating the new numbers of students and staff attending the school, clarifying the number of vehicle and cycle spaces required for the proposed development]**
- Lack of sufficient information to determine this planning application, this application should require a full Environmental Impact Assessment **[Officer Comment: The proposal does not meet the criteria set out for Schedule 1 Development, thus it is not considered a Schedule 1 development under the Town & Country Planning (Environmental Impact Assessment) Regulations 1999 (as amended). The proposed development could be classed as a Schedule 2 Development as an Urban Development Project. As such the proposal has been assessed against the criteria for Schedule 2 development. It is necessary to examine whether the proposals will have significant effects on the environment. Regard has also been had to Schedule 3 of the Regulations and Circular 02/99 (Environmental Impact Assessment). It is not considered to have significant environmental impacts taking into account, the modest size of the development; the cumulative impact with other development; the use of natural resources; the production of waste; pollution and nuisances and the risk of accidents. The site does not fall within an environmentally sensitive area likewise it is not in a National Parks, the Broads, Areas of Outstanding Natural Beauty, World Heritage Sites or scheduled monument). The development is not considered to result in a significant increase in the use of natural resources or production of waste. The development is not likely to result in a significant increase in the risk of accident].**

6.6 Councillor Davidson comments in relation to the proposal:

- The concerns of local residents living in the vicinity of the school are focussed on the proposed reconfiguration of the vehicle access arrangements to the school site, the planned level of parking provision and the location of the car park.
- The impact of a proposed development on the surrounding area is a valid consideration in any planning decision. In the case of SHSB, its expansion and development over recent years has already had a negative impact on surrounding residential streets.
- Current problems caused by insufficient on-site parking provision-The existing parking provision at the school has long been insufficient to accommodate staff, visitors and delivery vehicles. There is no provision at all for the growing number of 6th form students who drive to school: they park in neighbouring residential streets. This is aggravating the chronic parking congestion in the streets just outside the hospital parking scheme zone.

Earls Hall Avenue is the worst affected and seems to have become the overflow car park for the school. Problems reported by residents include:

- Regular difficulty getting in and out of their driveways
- Frequent occasions when refuse lorries and delivery vehicles can't get through and have to reverse long distances or undertake difficult turning manoeuvres
- Altercations and gridlock incidents, especially at end of school day
- A recent incident when a fire engine answering an emergency call had to turn back because it could not get through.
- The marked decrease in the number of parked cars in Earls Hall Avenue in school holidays is evidence of the impact of school related parking. If SHSB were to provide sufficient parking spaces for all its users, including its 6th form students, it would help ease the parking congestion. If SHSB maintain their policy of not allowing 6th form students to park on site, the congestion problems in neighbouring residential streets will worsen as the number of 6th form students increases.

Proposed car parking provision

Whilst the plan by SHSB to have a purpose built car park for the first time is welcome news, Earls Hall Avenue residents whose properties back on to the proposed car park area have expressed concern about potential noise and light disturbance.

According to the information supplied in the planning application documents, the number of on-site parking spaces is to be increased from 90 to 123. This is claimed to be sufficient for the future needs of the expanded school. The calculations on which this claim is based are fundamentally flawed (see comments on Transport Statement below). **[Officer Comment: The applicant has submitted an updated transport and parking summary dated October 2015 clarifying the numbers students, staff and parking spaces as referred to in paragraphs 4.18-4.20 above].**

Parking provision for 6th form students is not envisaged in the plans as they currently stand. This is despite the fact that the school has been well aware of the school related parking congestion problems on Earls Hall Avenue. Residents again voiced their concerns at the school's consultation meeting with local residents held in June 2015.

The school has acknowledged the level of concern but their only response is to propose supporting a bid for a residents' parking permit scheme to be introduced. Some residents have viewed this as somewhat presumptuous on the school's part. It is not necessarily the wish of the residents to have such a scheme and it would merely shift the 6th form students' cars to adjacent streets.

Transport Statement

The Transport Statement forms a key part of the planning application: it is an essential means of demonstrating whether the proposals for vehicle access and the planned level of parking provision are feasible and appropriate.

Unfortunately, the assessment of transport need contained in this document is fatally flawed in several respects:

- SHSB has no School Travel Plan and did not supply any current information on modes of travel to and from the school or numbers of vehicle movements
- The authors of the Travel Statement seemed to be unaware that SHSB as a selective grammar school has a much wider catchment area than a similar sized non-selective school. The entire assessment of transport need and proposed Travel Plan is based on the faulty assumption that "*a large proportion of students live within 2 km of the school (considered walking distance) and virtually all within 5 km (considered cycling distance)*". This invalidates nearly everything that follows.
- The calculations contained in the assessment are based on TRICS data which is very dated (2001 and 2002) and refers to five schools, none of which is sufficiently comparable to SHSB. They did not all have 6th forms and they all had much smaller catchment areas.
- A major part of the Transport Statement is made up of what is referred to as a "Travel Plan" for SHSB. This is not an actual travel plan; rather it is a plan for drawing up a travel plan.

[Officer Comment: The applicant has submitted an updated transport and parking summary dated October 2015 clarifying the numbers students, staff and parking spaces as referred to in paragraphs 4.18-4.20 above].

Conclusion

It seems illogical to propose to obtain the information on modes of travel, parking demand etc. and draw up a School Travel Plan after the vehicle access and car park plans have been finalised. Surely the facts need to be established first. In particular, accurate forecasts are needed re number of vehicle movements in and out of the school site in order to assess whether Hopleythick Lane is feasible as the sole vehicle entrance for the school.

The Transport Statement needs to be completely rewritten, this time based on SHSB's actual data on current modes of travel. If comparative data is needed from other schools, these should be selective schools with similar sized catchment areas. **[Officer Comment: The applicant has submitted an updated transport and parking summary dated October 2015 clarifying the numbers students, staff and parking spaces as referred to in paragraphs 4.18-4.20 above].**

7 Relevant Planning History

There is an extensive planning history relating to this site. The most recent applications include:

- 7.1 Erect temporary library building to playground area- Granted (15/00717/FULM).
- 7.2 Erect single storey extension to existing sixth form block- Granted (15/00622/FULM).
- 7.3 Demolish existing pitched roof in central roof terrace and install new flat roof to form additional storey and create new floorspace- Granted (13/00902/FUL).

8 Recommendation

Members are recommended to:

8.1 GRANT PLANNING PERMISSION subject to the following conditions:

- 1 The development hereby permitted shall be begun not later than 3 years beginning with the date of this permission.**

Reason: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

- 2 The development hereby permitted shall be carried out in accordance with the approved plans 15-17819-01 Revision C Detail Plan of Portacabin; 14-1448 08 Proposed Exit Gates; 14 1448 LP1 Location Plan; LOC 1507-05 Front of School Planting Plan; 14 1448 04 Proposed Elevations; LOC 1507/04 Revision B Car Park Planting Plan; 14 1448 01 Revision B Proposed Site Plan; 14 1448 05 Proposed Site Section; 14 1448 03 Proposed First Floor Plan; 14 1448 02 Proposed Ground Floor Plan; 14 1448 07 Proposed 3D Images; XX-DR-D202 Revision P1 Library Drainage Layout; XX-DR-D230 Revision P1 Drainage Details Revision Sheet 1; XX-DR-D231 Revision P1 Drainage Details Sheet 2; 14 1448 01 Revision A; 14 1448 06 Revision B Proposed Roof Plan.**

Reason: To ensure that the development is carried out in accordance with the policies contained within the Development Plan.

- 3 The portacabin shall be removed 3 years from the date of this permission.**

Reason: The siting of the portacabin would be unacceptable on a permanent basis.

- 4 No development shall take place until details and samples of the facing materials to be used on the external elevations, signage, glazing and hardstanding surfaces have been submitted to and approved in writing by the local planning authority. The works must then be carried out in accordance with the approved materials unless otherwise agreed in writing by the local planning authority.**

Reason: In the interests of visual amenity and to ensure that the appearance of the building makes a positive contribution to the character and appearance of surrounding locality. This is as set out in DPD1 (Core Strategy) 2007 policy KP2 and CP4, DPD2 (Development Management Document) 2015 policy DM1 and SPD1 (Design and Townscape Guide)

- 5 No development shall commence until a detailed playing field specification, which accounts for the impact of the cut and fill works on infrastructure in the vicinity of the area that is to be the subject of the playing field improvements, and an implementation programme, prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority. The approved specification shall be complied with in full prior to the completion of the development unless otherwise agreed with the Local Planning Authority.**

Reason: To ensure provision of adequate improvements to the quality of the playing field and to accord with the Borough Local Plan Policy CP7 of the Core Strategy DPD1.

- 6 The playing field enhancement works of the development hereby permitted shall be carried out in accordance with the recommendations of TGMS Ltd report TGMS0922.1 dated 16th March 2015 and drawing 14.189/08 Revision D and commenced prior to occupation of the science block hereby permitted.**

Reason: To ensure the satisfactory quantity, quality and accessibility of compensatory provision which secures a continuity of use [phasing provision] and to accord with policy CP7 of the Core Strategy DPD1.

- 7 No development shall commence until a detailed playing field specification, and an implementation programme, prepared in consultation with Sport England, has been submitted to and approved in writing by the Local Planning Authority. The approved specification shall be complied with in full prior to the completion of the development unless otherwise agreed with the Local Planning Authority.**

Reason: To ensure provision of adequate improvements to the quality of the playing field and to accord with Development Plan Policy CP7 of Core Strategy DPD1.

- 8 The playing field enhancement works of the development hereby permitted shall be completed prior to commencement of the access road hereby permitted.**

Reason: To ensure the satisfactory quantity, quality and accessibility of compensatory provision which secures a continuity of use [phasing provision] and to accord with Development Plan Policy CP7 of Core Strategy DPD1.

- 9 No development shall commence until details of the replacement throwing cage as shown on drawing 14.189/08 Revision D including an implementation programme have been submitted to and approved in writing by the Local Planning Authority [after consultation with Sport England]. The throwing cage shall not be constructed other than substantially in accordance with the approved details.**

Reason: To ensure the development is fit for purpose and sustainable and to accord with Development Plan Policy CP7 of the Core Strategy.

- 10 The temporary construction compound to be removed and for the area affected to be subsequently reinstated to playing field use within 3 months of completion of the development, unless otherwise agreed in writing with the local planning authority. Such a condition is justified to ensure that the compound is removed in practice at the end of the construction period and the affected playing field area is reinstated to playing field use.**

Reason: To ensure the development is fit for purpose and sustainable and to accord with Development Plan Policy CP7 of the Core Strategy.

- 11 Prior to commencement of the development hereby permitted details of a community use agreement for the school's playing field shall be submitted and approved by the local planning authority (in consultation with Sport England) prior to construction of the new access road in order to ensure that community access to the playing field is secured in practice. A community use agreement sets out a school's policy and arrangements for community use of its facilities and covers matters such as hours of use, pricing policy, types of bookings accepted, restrictions on community use, facility management arrangements etc. The agreement is usually between a school and the relevant local authority or leisure trust (e.g. Southend-on-Sea Borough Council) but may involve additional bodies and shall remain in perpetuity for the lifetime of the development.**

Reason: To ensure the development is available for the community and is fit for purpose and sustainable and to accord with Development Plan Policy CP7 of the Core Strategy.

- 12 Prior to commencement of the development full details of soft and hard landscape works including cross sections, Arboricultural report detailing tree protection measures during construction of works and planting schedule shall be submitted to and agreed in writing by the local planning authority and these works shall be carried out as approved unless otherwise agreed in writing by the local planning authority. Permeable paving shall be used for the hardstanding area unless otherwise agreed by the Local Planning Authority.**

Reason: To ensure that the development is satisfactory in terms of its appearance and that it makes a positive contribution to the local environment and biodiversity in accordance with DPD1 (Core Strategy) policy KP2 and CP4, DPD2 (Development Management) emerging policy DM1 and SPD1 (Design and Townscape Guide).

- 13 Prior to the commencement of works on site, a plan/programme for the management of construction traffic shall be submitted to and agreed in writing by the Local Planning Authority. The plan/programme shall include details of measures to limit construction traffic, and the development shall be carried out in accordance with the approved details unless the local planning authority gives written approval to any variation.**

Reason: In the interests of sustainability, accessibility, highways efficiency and safety, residential amenity and general environmental quality in accordance with the NPPF, DPD1 (Core Strategy) 2007 policy KP2, CP3 and CP4, DPD2 (Development Management) policy DM15 and SPD1 (Design and Townscape Guide).

- 14 The development hereby permitted shall not be occupied until the highways works identified on drawings 14 148801 Revision B have been completed.**

Reason: In the interests of highway management and safety, residential amenity and general environmental quality in accordance with the NPPF, DPD1 (Core Strategy) 2007 policy KP2, CP3 and CP4, DPD2 (Development Management) policy DM15, and SPD1 (Design and Townscape Guide).

- 15 The 130 car parking spaces shall be implemented prior to occupation of the school building in accordance with drawing 14 1448 01 Revision B hereby approved and shall thereafter be permanently retained, unless otherwise agreed in writing by the local planning authority. Permeable paving shall be used for the hardstanding area.**

Reason: In the interests of highway management and safety, residential amenity and general environmental quality in accordance with the NPPF, DPD1 (Core Strategy) 2007 policy KP2, CP3 and CP4, DPD2 (Development Management) policy DM15, and SPD1 (Design and Townscape Guide).

- 16** Prior to first occupation of the development hereby approved, a Travel Plan including a comprehensive survey of all users, targets to reduce car journeys to school, details of local resident involvement in the adoption and implementation of the travel plan, identifying sustainable transport modes including cycling and modes of public transport shall be submitted to and agreed in writing by the local planning authority, prior to the first use of the approved parking area. At the end of each academic year the Schools Travel Plan monitoring the effectiveness of the Travel Plan and setting out any proposed changes to the Plan to overcome any identified problems must be submitted to and approved in writing by the local planning authority. The Travel Plan must be implemented in accordance with the approved details unless otherwise agreed in writing with the local planning authority.

Reason: In the interests of sustainability, accessibility, highways efficiency and safety, residential amenity and general environmental quality in accordance with the NPPF, DPD1 (Core Strategy) 2007 policy KP2, CP3 and CP4, DPD2 (Development Management) policy DM15, and SPD1 (Design and Townscape Guide).

- 17** Prior to use of the additional car parking spaces as shown on drawing 14.1448-.01 Revision B, details of an acoustic fence to be installed on the northern boundary between nos. 46 to 70 Earls Hall Avenue shall be submitted to and agreed in writing by the local planning authority. The fence shall be installed in accordance with the approved details and be permanently retained thereafter, unless otherwise agreed in writing by the local planning authority.

Reason: To protect residential amenity and general environment quality in accordance with the National Planning Policy Framework, DPD1 (Core Strategy) 2007 policy KP2 and CP4, and policy DM1 of the Development Management Document DPD2.

- 18** Prior to installation of any external lighting, the proposed lighting, including design, siting, luminance, hours of illumination and an assessment using the Institution of Lighting Engineers Guidance Note for the Reduction of Obtrusive Light shall be submitted to and approved in writing by the Local Planning Authority. The lighting shall be installed only in accordance with the approved scheme.

Reason: To protect the amenities of neighbouring properties and the general environmental quality in accordance with, NPPF, DPD1 (Core Strategy) 2007 policy KP2 and CP4, and DPD2 (Development Management Document) 2015 policy DM1.

- 19 The development hereby approved shall be carried out in accordance with the Drainage Strategy carried out by Peter Dann Consulting Engineers and drawings 10-6127_XX-DR-D202 Revision P1, 6127_XX-DR-D230 Revision P1, 6127_XX-DR-D231 Revision P1. The sustainable drainage system shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

Reason: In order to ensure a satisfactory standard of sustainable drainage and to prevent environmental and amenity problems arising from flooding in accordance with Policies KP2 and CP4 of the Core Strategy DPD1, DPD2 (Development Management) policy DM2 .

- 20 Construction and demolition shall only take place between 0730 and 1800 Monday to Friday 0800 and 1300 Saturday and not at all on Sundays or Bank Holidays.

Reason: To protect residential amenity and general environment quality in accordance with the National Planning Policy Framework, DPD1 (Core Strategy) 2007 policy KP2 and CP4, and policy DM1 of the Development Management Document DPD2.

During construction/demolition loading or unloading of goods or materials shall take place on the land between 0730-1800 Monday to Friday 0800-1300 Saturday, and not at all on Sundays or Bank Holidays.

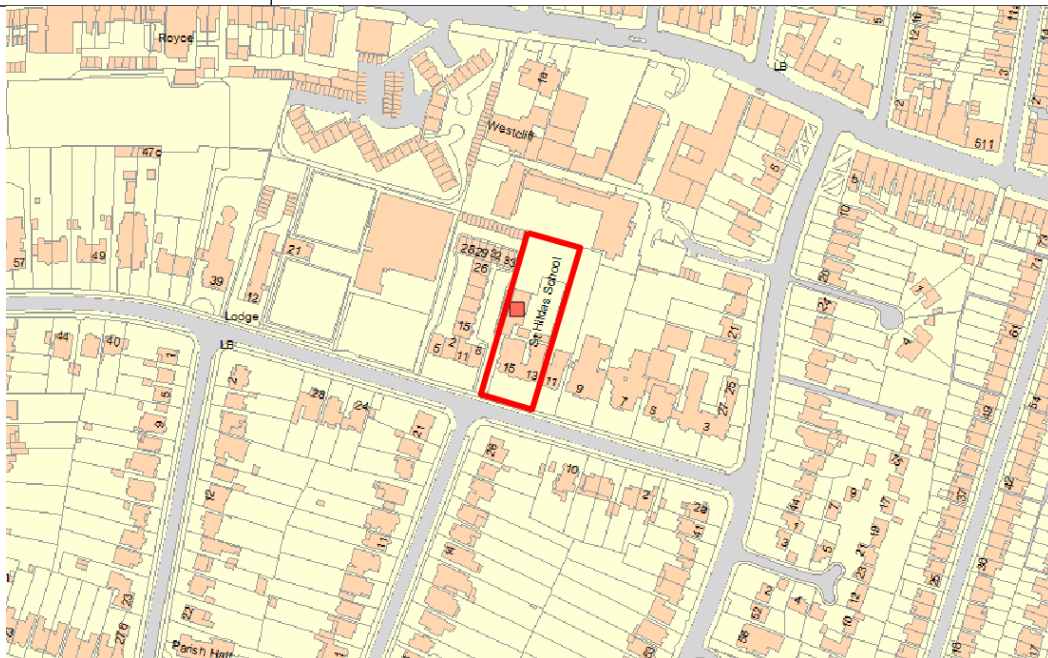
Reason: To protect residential amenity and general environment quality in accordance with the National Planning Policy Framework, DPD1 (Core Strategy) 2007 policy KP2 and CP4, and policy DM1 of the Development Management Document policy DPD2.

Informatives

- 1 You are advised that in this instance the chargeable amount for the Community Infrastructure Levy (CIL) has been calculated as zero due to the specific nature of the use.
- 2 In relation to Condition 14, you are advised to contact Highways Engineer – Martin Warren (Tel: 01702 534328 Email: martinwarren@southend.gov.uk) to discuss the requisite Highways Licence and approved contractors. You are advised that a Highways Licence needs to be in place before any works are carried out to the public highway and you will need to employ a Council approved contractor to carry out any works to the public transport infrastructure, namely bus stops in this instance.
- 3 You are advised that the development hereby approved is likely to require approval under Building Regulations. Our Building Control Service can be contacted on 01702 215004 or alternatively visit our website http://www.southend.gov.uk/info/200011/building_control for further information.

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework. The detailed analysis is set out in a report on the application prepared by officers.

Reference:	15/01125/FULM
Ward:	Chalkwell
Proposal:	Demolish ancillary buildings to existing school and convert and extend main building to form 14 self-contained flats and erect 4 three storey terraced dwelling houses with associated amenity space, hard and soft landscaping, layout 24 parking spaces, cycle and bin store and extend existing vehicle crossover
Address:	Former St Hilda's School, 13 - 15 Imperial Avenue, Westcliff-On-Sea, SS0 8NE
Applicant:	CDC Limited
Agent:	Pomery Planning Consultants LTD
Consultation Expiry:	27.08.15
Expiry Date:	29.12.15
Case Officer:	Louise Cook
Plan numbers:	6271-1110-B, 6271-1320-A, 6271-1230-A, 6271-1501-A, 6271-1601-A, 6271-1330A, 6271-1300-, 6271-1102-, 6271-1321, 6271-1331, 6271-1105, 6271-1200, 6271-1210, 6271-12220-Rev A
Recommendation:	Delegate to the Group Manager of Planning and Building Control or Head of Planning & Transport to GRANT PLANNING PERMISSION subject to completion of S.106 Agreement



1 The Proposal

- 1.1 Planning permission is sought to demolish the ancillary buildings at the existing school and convert and extend the main building to form 14 self-contained flats and erect 4no. three storey terraced dwelling houses with associated amenity space, hard and soft landscaping, layout 24 parking spaces, cycle and bin store and extend existing vehicle crossover.
- 1.2 The existing main building will be extended by continuing the roof ridge across the building in a westerly direction to the edge of the existing building, forming dormer windows to the front and rear elevations and extending over existing side and rear projections to form three storeys of accommodation. Balconies and terraces will be provided to the front and rear of the building at second floor level. Solar panels are proposed to be installed on the front (south facing roof slope) and roof lights into the front and rear roof slopes.
- 1.3 14no. flats are proposed in the main building comprising of 5no. one bedroom units, 8no. two bed units and 1no. three bedroom flats. The flats vary from 59sq.m to 98sq.m in size.
- 1.4 A paved terrace is proposed to provide private amenity space to the two ground floor flats which will extend approximately 4.3m from the front of the building. A 1.8m high timber fence with planter boxes in front are proposed to enclose the terrace.
- 1.5 In terms of the proposed materials to be used, the main building will retain the existing brickwork and the existing render will be re-coated and painted off-white. Some existing timber windows on the building will be reglazed and repainted and others replaced. At the rear and towards the rear on the western side elevation, some new timber/aluminium hybrid windows will be provided along with bi-fold doors.
- 1.6 4no. five bedroom dwellinghouses are proposed to the rear of the site which each measure 189sq.m in size and have private rear gardens varying from 75sq.m to 110sq.m. The dwellinghouses will have solar panels on the front (south facing) roof slope and roof lights in both front and rear elevations.
- 1.7 The proposed dwellinghouses will be finished in buff brickwork and off-white render, slate roofs and have timber/aluminium hybrid windows and doors. The front door will be timber and have a glazed screen.
- 1.8 The site will utilise the existing access and 24 car parking spaces are proposed to the rear of the site together with cycle parking for 14 cycles. A vehicle passing place is proposed to the front of the building.

2 Site and Surroundings

- 2.1 The site is located on the northern side of Imperial Avenue opposite its junction with Drake Road. The site is broadly rectangular in shape measuring approximately 30m wide x 94m deep. Vehicular access runs along the western boundary of the site off Imperial Avenue.

- 2.2 The site comprises of two storey and single storey buildings which were formerly occupied by St. Hilda's School before closure in July 2014. The existing buildings were originally Edwardian houses. The main building on the frontage is attached to 11 Imperial Avenue which comprises of flats. To the rear of the site are single storey buildings which are proposed to be demolished.
- 2.3 The surrounding area is predominantly residential in character. However, Imperial Avenue has a mix of styles in terms of the buildings it comprises. The local area is predominantly characterised by residential dwellinghouses on large plots, some of which have been converted into flats or supported residential accommodation.
- 2.4 Immediately to the west of the site is Winton Lodge, a three storey block of flats with two storey terrace houses to the rear forming a 'T-shape'.
- 2.5 The rear of the site backs onto Alston Court which has a maximum height of five storeys and comprises of 54no. retirement flats.
- 2.6 A large Oak tree to the front of the site is subject to a Tree Preservation Order and is to be retained within the scheme.

3 Planning Considerations

- 3.1 The main considerations in the determination of this application are in relation to the principle of the development, design and impact on the streetscene and impact on neighbouring occupiers, standard of accommodation for future occupiers, traffic and highways, sustainable development and developer contributions.

4 Appraisal

Principle of Development

National Planning Policy Framework; DPD1 (Core Strategy) Policies KP1, KP2, CP4, CP6, CP8; Development Management Document Policies DM1, DM3, DM7, DM8 and the Design and Townscape Guide SPD1 (2009)

- 4.1 One of the Core Planning Principles of the NPPF is to "*encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value*". The proposed development meets this requirement.
- 4.2 Policy CP6 of the Core Strategy seeks to support improvements and the provision of new education facilities across the Borough in order to ensure that development will not jeopardise the Borough's ability to improve the education attainment of local residents and visitors to Southend.

- 4.3 The site was formerly used as an independent school (St Hilda's) from 1947 until it and closed in July in 2014. The site has since been vacant. Therefore, whilst the site has a lawful use as a school (Class D1), as an independent school the Council had no control over its closure and therefore cannot reasonably insist on a replacement school or education use on site. It is believed that students attending the school before its closure were accommodated by other schools locally.
- 4.4 Policy CP8 of the Core Strategy identifies that 6500 dwellings will be provided within the Borough over the plan period and that 2550 of those dwellings should be provided through the intensification of the use of land. The policy also identifies that 80% of residential development should occur on previously developed land, such as the application site. The effective and efficient use of the land is also encouraged by Policy DM3 of the Development Management Document.
- 4.5 Policy DM3 (section 2) of the Development Management Document states:
- “All development on land that constitutes backland and infill development will be considered on a site-by-site basis. Development within these locations will be resisted where the proposals:*
- (i) Create a detrimental impact upon the living conditions and amenity of existing and future residents or neighbouring residents; or*
 - (ii) Conflict with the character and grain of the local area; or*
 - (iii) Result in unusable garden space for the existing and proposed dwellings in line with Policy DM8; or*
 - (iv) Result in the loss of local ecological assets including wildlife habitats and significant or protected trees.”*
- 4.6 Paragraph 194 of the Design and Townscape Guide states, *“Whether a backland site is suitable for development will be decided on a site by site basis. In some cases the site may be too constrained or the principle of development may be out of character.”*
- 4.7 There is a precedent for backland development along the street (for example at the neighbouring development – Winton Lodge) and given the size and distance from neighbouring properties there is no objection in principle to the proposed dwellinghouses at the rear of the site.

4.8 Policy DM7 of the emerging Development states that all residential development is expected to provide a dwelling mix that incorporates a range of dwelling types and bedroom sizes, including family housing on appropriate sites, to reflect the Borough’s housing need and housing demand. The Council seek to promote a mix of dwellings types and sizes as detailed below:

Dwelling size:	1-bed	2-bed	3-bed	4-bed
No bedrooms				
Proportion of dwellings	9%	22%	49%*	20%*
*/** address the under supply of family accommodation that has been identified in the SHMA.				

4.9 Whilst the proposed development does not strictly comply with Policy DM7 as there are a greater number of two bedroom units than three bedroom units proposed, the proposed development will however, provide 4no. five bedroom dwellinghouses which is favorable. Given the constraints of the existing building it is pleasing to see that a three bedroom unit has been accommodated within the main building with a private terrace area to the rear. Therefore no objection is raised in this instance to Policy DM7.

4.10 With regards to viability, the applicant has submitted a viability appraisal which has been independently assessed by the District Valuer Service (DVS). This has demonstrated that the scheme is not viable and will go into further detail in the ‘Developer Contributions’ section of this report set out below.

4.11 The above points with regards to Policy DM8 (Residential Standards) will be addressed in more detail set out in the report below.

4.12 The site is located in a residential area and therefore, the principle of residential development on the site is considered to be acceptable, subject to the considerations detailed below being satisfactorily addressed.

Design and Impact on the Streetscene

National Planning Policy Framework; DPD1 (Core Strategy) Policies KP2, CP4; Development Management Document Policies DM1 and DM3 and the Design and Townscape Guide SPD1 (2009)

4.13 The proposal is considered in the context of the Borough Council policies relating to design including Core Strategy DPD Policy KP2 and CP4, Development Management Document Policies DM1 (Design Quality) and DM3 (The Efficient and Effective Use of Land) and the Design and Townscape Guide. These policies require that new development respects the existing character and appearance of the building and the townscape and reinforce local distinctiveness.

4.14 A core planning principle set out in Paragraph 17 of the NPPF is to seek to secure high quality design and good standards of amenity for future occupiers.

4.15 The NPPF also states at paragraph 56:

“The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positive to making places better for people.”

4.16 Policy CP4 of the Core Strategy seeks development which contributes to the creation of a high quality, sustainable urban environment which enhances and complements the natural and built assets of Southend through maintaining and enhancing the amenities, appeal and character of residential areas, securing good relationships with existing development, and respecting the nature and scale of that development.

4.17 A critique of the proposed development has been undertaken by the Council’s Design and Regeneration Officer and is included in the consultation section below. No objection has been raised to the scale and design of the proposed additions to the main building. Further details of the gable profile, curtain walling, brise soleil and balcony detailing can be dealt with by condition should permission be granted to ensure that they are of a quality appropriate to the building.

4.18 The materials to be used on the main building are appropriate and would not be detrimental to the streetscene.

4.19 The proposed car park is located to the rear of the building and is considered to be an appropriate location in terms of design in order to reduce the impact on the streetscene and to retain the attractive soft landscaped frontage, including preserved tree. Full details of both soft and hard landscaping together with boundary treatments can be dealt with by condition should permission be granted.

4.20 The location of the proposed terrace block of dwellinghouses to the rear of the site corresponds to the rear block of Winton Lodge, and the height of these houses is also similar to that of the neighbour which will provide a degree of cohesion between the two sites. The proposed dwellinghouses are of modern design. Whilst concern has been raised by the Design Officer regarding the use of buff bricks, amended plans have been received which have altered the bricks to be used on the dwellinghouses to red bricks. The design of the dwellinghouses are considered to be acceptable and will be located a significant distance from the streetscene.

4.21 It is considered that the proposed alterations and extensions to the building would not be detrimental to its character and appearance. The current building will benefit from regeneration in terms of its appearance.

4.22 Therefore, in light of the above, the proposed development satisfies the policies detailed above.

Impact on Neighbouring Occupiers

National Planning Policy Framework; DPD1 (Core Strategy) Policies KP2 and CP4; Development Management Document Policies DM1 and DM3, and the Design and Townscape Guide SPD1

- 4.23 The proposal is considered in the context of Policy CP4 of the Core Strategy (DPD1) which requires all development within residential streets to be appropriate in its setting by respecting neighbouring development, existing residential amenities and overall character of the locality.
- 4.24 Policy DM1 of the Development Management Document states that *“in order to reinforce local distinctiveness all development should... protect the amenity of the site, immediate neighbours, and surrounding area, having regard to privacy, overlooking, outlook, noise and disturbance, visual enclosure, pollution, and daylight and sunlight...”*
- 4.25 The site is surrounded by residential development – Winton Lodge to the west of the site, flats at 11 Imperial Avenue to the east of the site and Alston Court (Flats 1-54) Crowstone Road to the rear (north) of the site.
- 4.26 With regard to the impact upon Winton Lodge, this is a three storey block of flats facing Imperial Avenue with two storey dwellings to the rear which form a ‘T-shape’ within the site. A minimum separation distance of 8.7m will be retained between the three storey block (flats 1-12 Winton Lodge) which increases to 18.8m at the rear. Whilst there are windows in the south facing elevation of Winton Lodge, these windows serve bathrooms (which are non-habitable rooms) and secondary bedroom windows serving bedroom 1. These bedrooms have the main window on the southern (front) flank.
- 4.27 The existing building is proposed to be extended on the western side by extending the main roof across and extending above an existing two storey flat roof projection towards the side/rear. Whilst the bulk of the building will be increased, it is not considered that the proposed development would be overbearing upon neighbouring properties in Winton Lodge given its design, siting and separation distance.
- 4.28 Whilst there are a number of habitable room windows proposed in the western flank facing Winton Lodge, there are currently windows in this position on the existing building. New windows are proposed to serve second floor flats however, these are small windows and given the prevalence of windows on the first floor of the existing building, it is not considered that they would be detrimental to the amenities of neighbouring occupiers considering the historic relationship.

- 4.29 With regard to the impact on no. 11 Imperial Avenue, this building is attached to the application building and comprises self-contained flats. The alterations proposed to the front of the building will have no material impact upon the amenities of these neighbouring occupiers. To the rear of the building, there is an existing two storey rear projection which is sited 2.3m from the adjoining boundary with no. 11 and has existing first floor side windows facing no. 11. It is proposed to extend above this projection by increasing the roof pitch, altering the hipped end into a gable to form accommodation in the roofspace. It is not considered that the increase in roof height and pitch of the existing two storey projection at the rear would result in material harm to the amenities of no. 11. There are two east facing side windows proposed in the first floor flat to serve an en-suite and second bedroom which can be required to be obscure glazed should permission be granted. Whilst obscure glazing the only window to the second bedroom in this room is not ideal, it is considered necessary to prevent direct overlooking of no. 11 and buyers will be aware of this when purchasing this unit.
- 4.30 There is no east facing windows in the second floor of the proposed development facing no. 11.
- 4.31 Whilst there are two first floor windows on the northern elevation of the main building adjacent to the boundary with no. 11 serving the second bedroom of this proposed unit, it should be noted that these windows will replace existing clear glazed windows in this position on the building and therefore, will have no material harm on neighbours at no. 11. A new dormer window is proposed to be sited in the roofspace above these windows and this can be required to be obscure glazed and will serve a bathroom and en-suite to a second floor flat.
- 4.32 With regard to the impact upon the occupiers of Alston Court (Flats 1-54), Crowstone Road to the rear (north) of the site, the main building of the proposed development will have a separation distance of 57m to the rear boundary of the site and therefore, sufficient to have no material harm upon the amenities of these occupiers.
- 4.33 The proposed dwellinghouses will be sited 9.7m from the rear boundary to the site and have a minimum separation distance of 16m to Alston Court, increasing to 36m where the neighbouring building is at its highest (five storeys in height). The proposed dwellinghouses will be three storeys in height but read as two storeys with rooms in the roof. Given the scale of Alston Court together with the scale of the proposed development and reasonable separation distances, it is not considered that the proposed dwellinghouses would be overbearing upon or give rise to overlooking of the neighbours of Alston Court.
- 4.34 There is a minimum separation distance of 30m to the nearest boundary of neighbouring properties opposite the application site (21 and 26 Drake Road, and 10 Imperial Avenue). This is a satisfactory level of separation distance to prevent overlooking and loss of privacy to these neighbours and to ensure that the proposed development will not be overbearing upon these occupiers.

- 4.35 There are no other neighbouring occupiers that could potentially be affected by the proposed development.
- 4.36 It is considered that the use of the site for the scale of the proposed residential development would be compatible with the amenities of the local area and neighbouring residential development.
- 4.37 Therefore, it is not considered that the proposed development would be detrimental to the amenities of neighbouring occupiers and satisfies the policies detailed above.

Standard of Accommodation for Future Occupiers

National Planning Policy Framework, Policy KP2 and CP4 of the Core Strategy, Policy DM8 of the Development Management Document and the Design and Townscape Guide SPD1

- 4.38 Policy DM8 of the Development Management Document states:

“The internal environment of all new dwellings must be high quality and flexible to meet the changing needs of residents. To achieve this all new dwellings should:

- (i) Provide convenient, useable and effective room layouts; and*
- (ii) Meet, if not exceed, the residential space standards set out in Policy Table 4 and meet the requirements of residential bedroom and amenity standards set out in Policy Table 5; and*
- (iii) Meet the Lifetime Homes Standards, unless it can be clearly demonstrated that it is not viable and feasible to do so; and*
- (iv) Ensure that at least 10% of new dwellings on major* development sites are wheelchair accessible, or easily adaptable for residents who are wheelchair users; and*
- (v) Make provision for usable private outdoor amenity space for the enjoyment of intended occupiers; for flatted schemes this could take the form of a balcony or easily accessible semi-private communal amenity space. Residential schemes with no amenity space will only be considered acceptable in exceptional circumstances, the reasons for which will need to be fully justified and clearly demonstrated.”*

As detailed in the principle of development section above, the Lifetime Homes Standards referred to above, have been recently superseded by The Building Regulations 2015 Volume 1: Dwellings, M4(2): Accessible and Adaptable Dwellings. Further information has been requested and will be detailed on the Supplementary Report.

4.39 The internal floorspace standards set out in Policy DM8 of the Development Management Document have been superseded by the National Technical Housing Standards introduced in October 2015. These set out the following minimum internal space standards:

Flats

1 bedroom (2 bed spaces) 50sq.m & built in storage 1.5sq.m.

2 bedroom (4 bed spaces) 70sq.m & built in storage 2sq.m.

3 bedroom (6 bed spaces) 95sq.m & built in storage 2.5sq.m.

Three storey dwellinghouses

5 bedroom (8 bed spaces) 134sq.m & built in storage 3.5sq.m.

The following is also prescribed by the national standard:

- The dwelling provides at least the gross internal floor area and built-in storage area set out in by the nationally describe space standards, Table above
- A dwelling with two or more bed spaces has at least one double (or twin) bedroom
- In order to provide one bedspace, a single bedroom has a floor area of at least 7.5sq.m and is at least 2.15m wide
- In order to provide two bed spaces, a double (or twin bedroom) has a floor area of at least 11.5sq.m
- One double (or twin bedroom) is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide
- Any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage (if the area under the stairs is to be used for storage, assume a general floor area of 1sq.m within the Gross Internal Area)
- Any other area that is used solely for storage and has a headroom of 900-1500mm (such as under eaves) is counted at 50% of its floor area, and any area lower than 900mm is not counted at all
- A built-in wardrobe counts towards the Gross Internal Area and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. The built-in area in excess of 0.72sq.m in a double bedroom and 0.36sq.m in a single bedroom counts towards the built-in storage requirement
- The minimum floor to ceiling height is 2.3m for at least 75% of the Gross Internal Area.

4.40 Whilst some of the proposed stores to the proposed flats are slightly under the required standard, it is recognised that nearly all of the proposed flats are larger than the minimum internal space standards prescribed above and will provide a satisfactory standard of accommodation in line with the standards set out in the bullet point list above. Therefore, it is not considered reasonable to raise an objection on the basis of insufficient internal storage facilities in those flats concerned.

- 4.41 The proposed development will provide convenient, useable and effective room layouts with satisfactorily outlook and levels of natural light.
- 4.42 Adequate waste storage facilities, cycle parking and domestic storage facilities are proposed within the development.
- 4.43 Whilst the Council has no set standard for amenity space, it is recognised that private outdoor space is an important amenity asset and all new residential units will be expected to have direct access to an area of private amenity space. This is recognised in Policy DM8 of the Development Management (DM) Document. Paragraph 4.43 of the DM states, “...*In the case of flats, balconies may take the place of a garden, although easily accessible semi-private communal areas will also be beneficial.*”
- 4.44 The proposed dwellinghouses will each have private rear gardens ranging from 75sq.m to 110sq.m in size which are considered acceptable.
- 4.45 The two ground floor flats located to the front of the building will each have access to a private terrace measuring 35sq. and 55sq.m. The remainder of the proposed ground floor flats will have private amenity areas directly accessible from each flat to the rear which are 38sq.m, 39sq.m and 82sq.m in size.
- 4.46 The following balconies/terrace areas are proposed to the proposed second floor units:
- Flat no.*
201 = 20sq.m.
202 = 5sq.m.
203 = 9sq.m.
204 = 4.2sq.m.
- 4.47 Whilst none of the first floor flats have private amenity space, a communal front garden measuring 293sq.m will be provided. Whilst it is noted that this area is located to the front of the site, enhanced boundary planting can be provided to the boundaries to provide a sense of enclosure and privacy to ensure that this area is a useable amenity space. Further details can be required by condition should permission be granted.
- 4.48 Whilst the proposed amenity space for the upper floor units is rather limited, it is considered that the front garden, subject to the imposed conditions can be suitably used as an amenity space and given the constraints of the site and the need to require a prescriptive level of parking, a balance must be had between meeting these prescriptive requirements and providing an acceptable standard of accommodation. Taking into account each of these factors, that all the larger units will have private amenity spaces, that the site is located within a few minutes’ walk of Chalkwell Park, it is considered that the proposed development makes best use of the site and will provide an acceptable standard of accommodation, in accordance with Policy DM8 of the Development Management Document.

Traffic and Transportation

National Planning Policy Framework; DPD1 (Core Strategy) policies KP2, CP4, CP3; Policy DM15 of the Development Management Document, the Design and Townscape Guide SPD1

- 4.49 Policy DM15 (Appendix 6) of the Development Management Document requires vehicle parking standards of a minimum of one space per flat and two spaces per dwellinghouse. A total of 24 car parking spaces are proposed (2 per dwellinghouse and 16 to serve the flats. Therefore, the proposed development exceeds these requirements.
- 4.50 Appendix 6 of DM15 also requires one secure covered cycle parking space per dwelling. A cycle parking area is shown to the rear of the main building in the car park area which will accommodate 14 cycles (one per flat). The proposed dwellinghouses will have secure rear gardens where cycle parking can be provided and therefore, no further information would be required and this is considered to be satisfactory in accordance with policy. In respect of the cycle parking for the flats, further details can be required by condition should permission be granted.
- 4.51 Access to the site remains the same as existing off Imperial Avenue and via the existing driveway to the rear of the site. No objection has been raised to this by the Highways Department. The applicant should provide signage for future residents stating that the vehicles entering the site have priority over vehicles existing. A passing place could be accommodated within the front garden and this can be dealt with by condition should permission be granted. Specific materials can be used and agreed for the passing place to ensure that the tree roots are not affected.
- 4.52 The applicant has instructed an independent consultancy to review the traffic generated by the proposed development in comparison to the former independent school use of the site and TRICs data has been provided. It has been demonstrated that the proposed development would produce significantly less traffic during the former school use during the weekday school peak hours and over the course of a 12 hour day. Furthermore, an increase of only one vehicle movement would be likely during the typical road network PM peak hour which would not be detrimental to the amenities of local residents. Additionally, the proposed development would have a far lower demand for on street car parking than the former school use, particularly during the busy school hours. No objection has been raised to the proposed development on the basis of traffic movement by the Council's Highways Officer.
- 4.53 The location of the refuse store is outside of the current collection guidance and therefore, an alternative refuse provision will be required. The applicant has confirmed that a private agreement will be reached for waste collection which is acceptable.

- 4.54 Therefore, in light of the above, no objection is raised on highways grounds and the proposed development satisfies the policies detailed above.

Sustainable Construction

National Planning Policy Framework; DPD1 (Core Strategy) Policy KP2; Policy DM2 of the Development Management Document and the Design and Townscape Guide SPD1

- 4.55 Paragraph 97 of the NPPF states that Local Authorities should promote energy from renewable sources. Policy KP2 of the Core Strategy states that all new development proposals should demonstrate how they will maximise the use of renewable and recycle energy, water and other resources.
- 4.56 Policy DM2 of the Development Management Document requires new development to be energy and resource efficient.
- 4.57 Photovoltaic panels are proposed to be installed onto the roof of the main building and the dwellinghouses. Whilst no further details have been provided, should permission be granted, a condition can be imposed to ensure full details are submitted and agreed with the Local Planning Authority if this application is deemed acceptable to ensure the proposal complies with the National Planning Policy Framework 2012, Development Management Policy DM2, Core Strategy Policy KP2, and advice contained within the Design & Townscape Guide SPD1.
- 4.58 Details of Sustainable Urban Drainage systems will also be required by condition to ensure suitable drainage is provided and permeable paving to mitigate surface water run-off.

Developer Contributions

National Planning Policy Framework; DPD1 (Core Strategy) policies KP3, CP4 and CP8; SPD2 (Planning Obligations), Community Infrastructure Levy Charging Schedule

- 4.59 This application is CIL liable and there will be a CIL charge payable. Section 143 of the Localism Act 2011 states that any financial sum that an authority has received, will, or could receive, in payment of CIL is a material 'local finance consideration' in planning decisions.
- 4.60 The site is located within Zone 1 and a CIL rate of £20 per square metre is required for the proposed development. A CIL of £17,680 is thereafter payable.
- 4.61 Policy CP8 of the Core Strategy requires 20% affordable housing to be provided within the development. However, the applicant has submitted a Financial Viability Assessment for the scheme on the basis the development is unviable with affordable housing included. This has been independently assessed by the District Valuer Service (DVS) who have produced a draft report. This suggests the scheme cannot provide affordable housing and the

applicant has offered a £10,000 off-site affordable housing contribution.

4.62 Paragraph 173 of the National Planning Policy Framework states:

“Pursuing sustainable development requires careful attention to viability and costs in plan-making and decision-taking. Plans should be deliverable. Therefore, the sites and scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viability is threatened. To ensure viability, the costs of any requirements likely to be applied to the development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.”

4.63 The inputs are currently being reviewed by officers and the acceptability of the applicant’s offer will be reported within the supplemental report.

Conclusion

4.64 In light of the above, the principle of residential development on the site is considered to be acceptable and in keeping with the local area which is predominantly residential in character. The design of the proposed development is considered to be acceptable and would not have a detrimental impact upon the character and appearance of the streetscene or upon the amenities of neighbouring occupiers.

4.65 The proposed development will provide a satisfactory standard of accommodation and off-street parking in accordance with policy. Further details of SUDs and ensuring that the proposed development meets The Building Regulations 2015 Volume 1: Dwellings, M4 (2) in respect of accessibility and adaptability have been requested and will be reported on the supplementary report. The applicant considers the scheme is not viable with affordable housing included but a contribution of £10,000 has been offered. Subject to a review of DVS findings, the proposal is considered acceptable.

5 Development Plan

5.1 National Planning Policy Framework, 2012.

5.2 Development Plan Document 1: Core Strategy Policies KP1 (Spatial Strategy), KP2 (Development Principles), KP3 (Implementation and Resources), CP3 (Transport and Accessibility), CP4 (The Environment and Urban Renaissance), CP6 (Community Infrastructure) and CP8 (Dwelling Provision).

5.3 Development Management Document DPD Policies DM1 (Design Quality), DM2 (Low Carbon and Development and Efficient Use of Resources), DM3 (Efficient and Effective Use of Land), DM7 (Dwelling Mix, Size and Type), DM8 (Residential Standards), DM14 (Environmental Protection) and DM15 (Sustainable Transport Management).

- 5.4 Design and Townscape Guide Supplementary Planning Document 1 (2009) (SPD1).
- 5.5 The Community Infrastructure Levy Charging Schedule, 2015.
- 5.6 Planning Obligations: A Guide to Developer Contributions (SPD2).
- 5.7 Waste Storage, Collection and Management Guide for New Developments (October 2014).

6 Relevant Planning History

- 6.1 None.

7 Representation Summary

Highways

7.1 *Parking*

The proposed car parking provision is accessed via the existing driveway. This is considered acceptable. The applicant should provide signage for future residents to indicate that vehicles entering the site have priority over vehicles exiting. A passing place could be accommodated within the front garden however, consideration would need to be given to the existing preserved tree in the front garden. Parking provision for all the dwellings meet current parking standards. The layout of the parking area is suitable to allow effective vehicle manoeuvring within the site. 14 cycle parking spaces have been provided which is acceptable. **[Officer comment: Amended plans have been received which have incorporated a passing place within the access road.]**

7.2 *Refuse*

The location of the refuse store for the proposed flats is outside of current collection guidance therefore, alternative refuse provision is required. The applicant has confirmed that a private agreement will be reached for waste collection which is acceptable.

7.3 *Traffic Generation*

The site was previously St Hilda's School which had approximately 90 students together with teaching and administrative support. Consideration has to be given to this previous use and the traffic generation associated with it. The proposal will represent a traffic reduction in terms of vehicle trips to and from the site. The site benefits from being in a sustainable location with regard to public transport with good links in close proximity, including bus services and Westcliff Station.

Design and Regeneration

- 7.4 The proposal seeks to alter the roof line so that a single roof spans across the footprint of the building to the front and insert a number of roof extensions at this level. The size of the additions is considered appropriate to the building and satisfactorily relates to the features on the lower floors. These additions are modern in their detailing and will therefore provide a contrast to the character below but it is considered that this could achieve an interesting and valid addition to the streetscene, provided that they are well detailed. It will be particularly important to ensure that the gable profile, curtain walling, brise soleil and balcony detailing are of a quality and dimension appropriate to the building and therefore these details, including cross sections, design details and materials should be conditioned should planning permission be granted. Details of the proposed glass porch would also be welcomed.
- 7.5 The roof extension to the side is much more significant in its bulk than those to the front but it is noted that this elevation is not prominent in the streetscene. It is also a requirement to protect the amenity of the adjacent Wilton Lodge which prevents this element from having more glazing. The impact of this element could be mitigated to some extent with good detailing to the roof overhang and windows and details of this should be conditioned. To the rear the additions are again significant with areas of flat roof but this elevation does include extensive glazing which enhances the design and prevents the additions from appearing too overly dominant.
- 7.6 Concern is raised regarding the proposed 1.8m high timber fence located to the front of the building. It is considered that this would appear inappropriate in this setting and obscure the front of the building and would generally be detrimental to the character of the building and that of the wider streetscene. It is recommended that the boundary treatment should be revised and upgraded to a higher quality material such as a railing or low wall with railing (up to 1.5m max) which will allow glimpses of the building behind. This could be supplemented by planting in the ground in the communal garden to soften and add further natural screening. **[Officer comment: Revised plans have been received which have addressed this issue.]**
- 7.7 Pleasing to see car parking located to the rear of the site rather than on the street frontage. No objection to the modern design of the proposed dwellinghouses. Questions raised asking whether the materials on the proposed dwellinghouses (buff bricks) can be altered and additional tree planting can be accommodated in the car parking area. **[Officer comment: Amended plans have been received which have accommodated these changes.]**
- 7.8 The proposed solar panels should meet the 10% requirement for renewable energy. **[Officer comment: This can be dealt with by condition should permission be granted.]**

Strategic Housing (Affordable Housing)

- 7.9 The Department for People reaffirms the need for Affordable Housing within the borough and is disappointed to see that a viability exercise has been requested at an early stage in the proceedings. Within the Planning Statement (point 5.24) the developer has indicated that they intend to submit a Viability Assessment to support the removal of the affordable housing requirement, until this assessment has been formally submitted and assessed by the relevant planning officer The Department for People would not support this application. **[Officer comment: The report has since been independently assessed.]**

Parks

- 7.10 No comments received.

Environmental Protection

- 7.11 No comments received.

Property and Regeneration

- 7.12 No comments received.

Waste Management and Streetscene

- 7.13 Queries raised regarding access to the proposed bin store. **[Officer comment: The developer has confirmed that the refuse collection will be by private developer and therefore, the Council cannot impose its access standards normally sought.]**
- 7.14 Further detail regarding the proposed bin store and recycling. **[Officer comment: This can be dealt with by condition should permission be granted.]**

Essex and Suffolk Water

- 7.15 No objection.

Anglian Water

- 7.16 No objections raised.

Police Architectural Liaison Officer

- 7.17 No comments received.

Public Consultation

7.18 Neighbours notified and a site notice displayed. 22 letters of representation have been received; one which raises no objection to the application and the others which object to the proposed development on the following grounds:

- Increase in demand for school and nursery provision and the current site should be retained to cover that need. Loss of a community facility.
- Concern regarding noise during construction work. **[Officer comment: Hours of work can be conditioned.]**
- Access could be detrimental to highways and pedestrian safety. Only one entrance and exit for vehicles would not be satisfactory. The entrance to the building would not be safe for pedestrians.
- Loss of a view. **[Officer comment: This is not a material planning consideration.]**
- Inadequate drainage and flooding of the site.
- Possible subsidence by an oak tree which has been removed. **[Officer comment: This is not a material planning consideration.]**
- Out of keeping with the local area.
- Overdevelopment and overshadowing.
- Loss of privacy.
- Increased noise and disturbance.
- Questions how the neighbouring refuse shed will be protected during development should permission be granted and that the developer should provide adequate insurance to compensate for full structural damage. **[Officer comment: This is not a material planning consideration.]**
- Questions what precautions will be taken during the construction phases of the project with regard to the electrical substation on the boundary. **[Officer Comment: This is not a material planning consideration.]**
- Queries raised regarding the Party Wall Act. **[Officer Comment: This is not a material planning consideration.]**
- Insufficient parking and increased parking problems along Imperial Avenue.
- Questions asked if the proposed properties will be owner occupied or rented. **[Officer Comment: This is not a material planning consideration.]**
- Dust pollution.
- Concern raised regarding the protection of the existing boundaries and accesses to Winton Lodge.
- The 'opening up' of the site would create a security problem to Alston Court at the rear.
- The proposed use will introduce a more intense activity than the former school use.
- No affordable housing being provided.
- Set a precedent for similar development elsewhere.

7.19 Cllr Folkard has called the application in to the Development Control Committee.

8 Recommendation

Subject to the review of the viability assessment, Members are recommended to:

(a) DELEGATE to the Head of Planning and Transport or Group Manager of Planning & Building Control to GRANT PLANNING PERMISSION subject to completion of a PLANNING AGREEMENT UNDER SECTION 106 of the Town and Country Planning Act 1990 (as amended) and all appropriate legislation to seek the following:

1. £10,000 Off-Site Affordable Housing contribution.

(b) The Head of Planning or Head of Planning and Transportation or the Group Manager (Planning & Building Control) be authorised to determine the application upon completion of the above obligation, so long as planning permission when granted and the obligation when executed, accords with the details set out in the report submitted and the conditions listed below:

01. The development hereby permitted shall begin no later than 3 (three) years from the date of this decision. (C01A)

Reason: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990. (R01A)

02. The development hereby permitted shall be carried out in accordance with the approved plans: 6271-1110-B, 6271-1320-A, 6271-1230-A, 6271-1501-A, 6271-1601-A, 6271-1330A, 6271-1300-, 6271-1102-, 6271-1321, 6271-1331, 6271-1105, 6271-1200, 6271-1210, 6271-12220-Rev A.

Reason: To ensure that the development is carried out in accordance with provisions of the Development Plan.

03. No development shall take place until samples of the materials to be used on the external elevations of the dwellings, on any screen/boundary walls, fences and gates, balustrades and on any driveway, access road, forecourt or parking area have been submitted to and approved by the local planning authority. Details of the proposed boundary treatments shall be provided. The development shall only be carried out in accordance with the approved details.

Reason: To safeguard character and appearance of the area and amenities of neighbouring occupiers in accordance with Policies KP2 and CP4 of the Core Strategy, Policies DM1 and DM3 of the Development Management Document and the Design and Townscape Guide, 2009 (SPD1).

04. No development shall take place until there has been submitted to and approved by the Local Planning Authority a scheme of landscaping. This shall include details of all the existing trees and hedgerows on the site and details of any to be retained, together with measures for their protection in the course of development; details of the number, size and location of the trees and shrubs to be planted together with a planting specification, details of the management of the site, e.g. the uncompacting of the site prior to planting, the staking of trees and removal of the stakes once the trees are established; details of measures to enhance biodiversity within the site and details of the treatment of all hard and soft surfaces (including any earthworks to be carried out). The landscaping shall be implemented in accordance with the agreed details, unless otherwise first agreed in writing by the Local Planning Authority.

Reason: In the interests of visual amenity and the amenities of occupiers and to ensure a satisfactory standard of landscaping pursuant to Policy CP4 of the Core Strategy, Policy DM1 of the Development Management Document and the Design and Townscape Guide, 2009.

05. All planting in the approved landscaping scheme shall be carried out within the first available planting season following the completion of the development. Any trees or shrubs dying, removed, being severely damaged or becoming seriously diseased within five years of planting shall be replaced with trees or shrubs of such size and species as may be agreed with the Local Planning Authority.

Reason: In the interests of visual amenity and to ensure a satisfactory standard of landscaping, pursuant to Policy CP4 of the Core Strategy DPD1 and Policy DM1 of the Development Management Document.

06. Notwithstanding conditions 04 and 05 above, details of landscaping and enclosure to the proposed communal front garden area shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development. The proposed development shall be carried out and permanently retained in accordance with the agreed details, unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure that an acceptable, private and useable amenity space is provided for the amenities of future residents, pursuant to Policies KP2 and CP4 of the Core Strategy, Policy DM8 of the Development Management Document and the Design and Townscape Guide, 2009.

07. A scheme detailing how at least 10% of the total energy needs of the development will be supplied using on site renewable sources shall be submitted to and agreed in writing by the Local Planning Authority and implemented in full prior to the first occupation of the development. This provision shall be made for the lifetime of the development.

Reason: In the interests of providing sustainable development in accordance with Policy KP2 of the Core Strategy, the Design and Townscape Guide (SPD1) and Development Management Document Policy DM2.

08. Prior to the first occupation of the development, all of the proposed car parking spaces including a suitable vehicular access shall be provided and permanently retained in accordance with the approved plans. The car parking spaces shall be permanently retained for occupants and visitors of the former St Hilda's School site (13-15 Imperial Avenue) and for no other purpose unless otherwise agreed in writing by the Local Planning Authority.

Reason: To provide satisfactory off-street parking for the development, in accordance with Policy DM15 of the Development Management Document.

09. Prior to the first occupation of the development, details of the proposed cycle and bin stores shall be submitted to and agreed in writing by the Local Planning Authority and implemented in full prior to the first occupation of the development. This provision shall be made for the lifetime of the development.

Reason: To provide satisfactory cycle and refuse storage for future occupiers in accordance with Policies KP2 and CP4 of the Core Strategy, Policies DM14 and DM15 of the Development Management Document and the Design and Townscape Guide, 2009.

10. Prior to first occupation of the development a waste management plan for the development shall be submitted to and agreed by the Local Planning Authority. The waste management of the development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that satisfactory waste management is undertaken in the interests of highway safety and visual amenity and to protect the character of the surrounding area, in accordance with Policies KP2 and CP3 of the Core Strategy DPD1 and Policy DM14 of the Development Management Document.

11. Any external lighting within the development shall be directed, sited and screened so as not to cause detrimental intrusion of light into the proposed and existing residential properties.

Reason: To protect the amenities of existing and surrounding occupiers in accordance with Core Strategy Policies KP2 and CP4 and Policies DM1 and DM7 of the Development Management Document.

12. Demolition or construction works shall not take place outside 07:30 hours to 18:00 hours Mondays to Fridays and 08:00 hours to 13:00 hours on Saturdays and at no time on Sundays or Bank Holidays, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To protect residential amenity and general environmental quality in accordance with Core Strategy Policies KP2 and CP4 and Policy DM2 of the Development Management Document.

13. No burning of construction or demolition waste is to take place on the site.

Reason: To protect the amenities of neighbouring properties and general environmental quality in accordance with Core Strategy Policies KP2 and CP4 and Policy DM1 of the Development Management Document.

14. No development hereby permitted shall commence until full details of surface water attenuation for the site, based on SUDS principles, have been submitted to and approved by the Local Planning Authority. The works agreed shall be carried out in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority. The agreed details shall be permanently retained.

Reason: To ensure satisfactory drainage of the site in accordance with Policies KP2 and CP4 of the Core Strategy.

15. The proposed windows in the eastern elevation of Flat 105 (serving bedroom 2 and the en-suite) and the north facing dormer windows of Flat 203 (serving a bathroom and en-suite), shall only be glazed with obscure glass (the glass to be obscure glazed to at least Level 4 on the Pilkington Levels of privacy, or such equivalents as may be agreed in writing with the local planning authority). These windows shall be fixed shut and unopenable apart from any top hung lights which shall be a minimum of 1.7m above the internal floor area. In the case of multiple glazed units, at least one layer of glass in the relevant units shall be glazed in obscure glass.

Reason: To prevent overlooking of and loss of privacy to neighbouring occupiers at the east of the site, in accordance with Policy DM1 of the Development Management Document.

16. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended, or any Order revoking or re-enacting that Order with or without modification, no development shall be carried out within Schedule 2, Part 1, Classes A, B, C, D or E of those Orders to the proposed dwellinghouses.

Reason: To safeguard the design and appearance of the dwellinghouses, in the interest of the standard of accommodation and to ensure that satisfactory amenity space remains for the amenities of future occupiers, in accordance with Policies KP2 and CP4 of the Core Strategy, Development Management Document Policies DM1, DM3 and DM8 and the Design and Townscape Guide, 2009 (SPD1).

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework. The detailed analysis is set out in a report on the application prepared by officers.

Informatives

01. Please note that the proposed development subject of this application is liable for a charge under the Community Infrastructure Levy Regulations 2010 (as amended). Enclosed with this decision notice is a CIL Liability Notice for the applicant's attention and any other person who has an interest in the land. This contains details of the chargeable amount and how to claim exemption or relief if appropriate. There are further details on this process on the Council's website at: www.southend.gov.uk/cil

02. This permission is governed by a legal agreement between the applicant and the Borough Council under Section 106 of the Town and Country Planning Act 1990. The agreement relates to Affordable Housing.