

1 The Proposal

- 1.1 Planning permission is sought to demolish the existing bungalow and erect three terraced chalet bungalows, lay out parking at front and form vehicular accesses onto Blenheim Crescent and to the rear of the site.
- 1.2 The proposed terrace block is 13.6m wide x 6.3m high x 13.2m to 13.2m-13.8m deep with pitched roofs and decorative brick design. Each dwelling is approximately 4.4m-4.8m wide.
- 1.3 The internal floorspace of the three dwellings (from west to east) include:
 - Dwelling 'A' 99.2sqm
 - Dwelling 'B' 106sqm
 - Dwelling 'C' 98sqm
- 1.4 Each dwelling would have one parking space to the front. The amenity space serving the three dwellings to the rear of the site ranges from 81sqm to 143sqm.
- 1.5 It should be noted the design and scale of the dwellinghouses has been altered during the application from 3 three storey dwellinghouses to 3 chalet bungalow type designs following concerns raised by officers.

2 Site and Surroundings

- 2.1 Blenheim Crescent is a mixed street containing mostly bungalows and chalets interspersed with a few two storey houses. Most properties are low rise set on wide plots and separated by a single storey detached garages or open driveways. There are a few instances where the properties are more tightly spaced but this is infrequent. The dwellings are set on a consistent building line with generous frontages containing parking and landscaping. The low scale, wide plots, separation and deep frontages gives the street an open and suburban character which is complimented by the wide pavement with grassed verges which provide additional softening and cohesion to the streetscene.
- 2.2 At the southern end of the road where it meets the London Road is a larger block of 1970s flats, which drops down to 2 storeys (flat roof) on the return onto Blenheim Crescent referencing the lower scale of properties in the street at this point. Opposite is a short terrace of two storey houses which have some chalet like qualities featuring significant sloping roof forms to the front which helps to integrate them with the surrounding chalets and bungalows although these are not considered to be of a good design in themselves.
- 2.3 The application property is a modest bungalow at the southern end of the street set within a fairly spacious plot. It is separated from the return wing of the London Road flats by a shared access road and a landscaped buffer. The application property sits at the end of a run of modest bungalows and chalets on the west side of the street.

3 Planning Considerations

- 3.1 The main considerations of this application are the principle of the development, design, traffic and transportation and impact on residential amenity, sustainable construction, CIL chargeable.

4 Appraisal

Principle of Development

National Planning Policy Framework; DPD1 (Core Strategy) Policies KP1, KP2 and CP4; Development Management DPD2 policies DM1, DM3, DM7, and the Design and Townscape Guide SPD1 (2009).

- 4.1 Government guidance contained within the National Planning Policy Framework (NPPF) encourages effective use of land by re-using land that has been previously developed.
- 4.2 The applicant site includes an existing bungalow and garden area, which would be demolished and replaced with three 3 storey dwellinghouses with parking to the front and rear.
- 4.3 Policy DM3 of the Development Management Document DPD2 states that the Council will seek to support development that is well designed and that seeks to optimise the use of land in a sustainable manner responding positively to the local context and not leading to over-intensification. Any infill development will be resisted if it creates a detrimental impact on the living conditions and amenity of existing and future residents or neighbouring residents, conflict with the character or grain of the local area, result in a contrived and unusable garden space for existing and proposed dwellings or result in the loss of local ecological assets.
- 4.4 Section 5.3 of the Design and Townscape Guide (SPD1) deals with infill development and it is stated:
- “The size of the site together with an analysis of local character and grain will determine whether these sites are suitable for development. In some cases the site may be too small or narrow to accommodate a completely new dwelling (including useable amenity space and parking) and trying to squeeze a house onto the site would significantly compromise its design quality and be detrimental to neighbouring properties and local character. Unless an exceptional design solution can be found, infill development will be considered acceptable”.*
- 4.5 Where such development is acceptable in principle, SPD1 states that it is important to draw strong references from surrounding buildings in terms of scale, frontage, materials and rhythm.

4.6 Policy DM3 of the Development Management Document states part 4 goes on to state:

“The conversion or redevelopment of single storey dwellings (bungalows) will generally be resisted. Exceptions will be considered where the proposal:

(i) Does not create an unacceptable juxtaposition within the streetscene that would harm the character and appearance of the area; and

(ii) Will not result in a net loss of housing accommodation suitable for the needs of Southend’s older residents having regard to the Lifetime Homes Standards”.

4.7 Each of the points detailed in Policy DM3 of the Development Management Document DPD2 and the other relevant planning policies are discussed below. It is not considered the proposed development will affect the overall character and appearance of the area taking into account the varying types of properties including chalet bungalows and single storey bungalows along this part of Blenheim Crescent and the flats to the south. The supporting information accompanying this application demonstrates the proposed dwellings will not result in the loss of housing accommodation suitable for the needs of Southend’s older residents given that each dwelling complies with part M4(2) as shown on drawing 301.P05 making all dwellings accessible and adaptable for future occupiers. No objection is raised to the principle of redevelopment of this site subject to the other detailed material planning considerations discussed in detail below.

Design and Impact on the Streetscene

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

4.8 The existing site includes a single storey bungalow currently measuring 8m wide x 5.5m high x 12.25m deep. The proposed three terraced dwellings are 13.6m wide x 6.3m high x 13.2m-13.8m deep with a chalet design.

4.9 The overall design approach of the dwellings have a positive relationship to context in terms of their overall height and chalet type design with a modern interpretation. The dormers to the front elevation appear subservient to the roofscape and will not appear out of keeping with the streetscene. The detailing of the porch canopy adds interest to the front elevation and provides a positive addition. The proposed materials appear to show grey roof tiles, which is uncharacteristic of the area given the streetscene is characterised by red or brown roof tiles. Consideration also has to be given to a recent decision at 27 Blenheim Crescent whereby planning permission was refused to change the materials from red/brown to grey (application reference: 15/02128/FUL). However, this can be dealt with by condition if the application is deemed acceptable.

4.10 The average width of the dwellinghouses is between 4.3m-4.6m; however the plots sizes are not too dissimilar to the properties opposite at no. 12-16 Blenheim Crescent, which are a row of narrow terraced dwellings.

- 4.11 The proposed development will result in the formation of vehicle crossover and one parking space to the front of each property, which will be complimented by soft landscaping to soften the overall appearance.
- 4.12 The overall design, scale, parking layout will complement the wider streetscene in accordance with the National Planning Policy Framework, Policy KP2 and CP4 of the Core Strategy DPD1, Policy DM1 of the Development Management Document DPD2 and the Design and Townscape Guide.

Standard of Accommodation for Future Occupiers

National Planning Policy Framework, Development Management Document policy DM8, The National Technical Housing Standards DCLG 2015 and Design and Townscape Guide (SPD1)

- 4.13 The internal floorspace of the proposed dwellings is 99.2sqm to 106sqm. The current standards require 79sqm for a two storey 2 bedroom (4 people) dwellinghouse together with 2.5sqm of cupboard storage. The overall sizes of the dwellinghouses appear generous and all bedrooms meet the current standards. Furthermore, all rooms will benefit from outlook and light to all habitable rooms, which is welcomed.
- 4.14 One of the core planning principles of the NPPF is that the planning system should *“always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings”*.
- 4.15 Policy DM8 of the Development Management Document DPD2 states that all new dwellings must make provision for useable private outdoor amenity space for the enjoyment of intended occupiers; for flatted schemes this can take the form of a balcony or semi-private communal amenity space.
- 4.16 Whilst the Council’s Design and Townscape Guide states:
- “Outdoor space significantly enhances the quality of life for residents and an attractive useable garden area is an essential element of any new residential development”*.
- 4.17 The proposed dwellinghouses will have access to an amenity space ranging from 81sqm to 143sqm, which is considered useable space for potential future occupiers and therefore no objection is raised.

Traffic and transportation

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

- 4.18 The existing site benefits from off street parking in the form of a hardstanding area to the front that can provide parking for two vehicles. The proposed parking arrangement will include three parking spaces to the front of the site, one per dwellinghouse. Policy DM15 of the Development Management Document DPD2

states that two parking spaces should be provided for houses. However, policy DM15 of DPD2 part 5 goes on to state:

“All development should meet the parking standards (including cycle parking) set out in Appendix 6. Residential vehicle parking standards may be applied flexibly where it can be demonstrated that the development is proposed in a sustainable location with frequent and extensive links to public transport and/ or where the rigid application of these standards would have a clear detrimental impact on local character and context.

Reliance upon on-street parking will only be considered appropriate where it can be demonstrated by the applicant that there is on-street parking capacity”.

- 4.19 The site is located 66m away from London Road to the south of the site, which is served by a number of bus services. The Design and Access Statement accompanying this application states that the site is within walking distance of London Road with access to a number of bus services. The application is accompanied by a bus timetable which details 7 bus services eastbound, which start at 0535 and 7 bus services westbound starting at 0515 and finishing at 2346 on average every 6 minutes during the week. At weekends bus services run every 15 minutes on Saturdays and every half hour Sunday.
- 4.20 Material planning consideration has to be given to a recent appeal decision at 43 Barnard Drive, Leigh on Sea (reference: 3130847), whereby a 2 bedroom chalet bungalow located 194m away from London Road was refused planning permission (15/00189/FUL) for only one parking space however, it was allowed at appeal. The Inspector concluded the site was considered to be a sustainable location with access to frequent and extensive links to public transport and therefore no objection could be raised in relation to policy DM15 of DPD2. In this instance as stated above, the applicant has provided supporting information demonstrating the proposed development is in a sustainable location with access to frequent and extensive bus services along London Road in accordance with policy DM15 of the Development Management Document DPD2. Furthermore, the Councils Highway Officer has raised no objection to the parking provision proposed or the widths of the vehicle crossovers.

Impact on residential amenity

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

- 4.21 Policy DM1 of the Development Management Document states that any new 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. Paragraph 343 of SPD1 (under the heading of Alterations and Additions to Existing Residential Buildings) states, amongst other criteria, that extensions must respect the amenity of neighbouring buildings and ensure not to adversely affect light, outlook or privacy of the habitable rooms in adjacent properties.

- 4.22 In terms of impact on surrounding residential occupiers, the overall height of the new dwellings are 6.27m (3.3m high to the eaves). The nearest residential property is no. 27 Blenheim Crescent to the north of the site. The dwellings have been set 1.4m away from the boundary to the north and there is a further 0.6m to the flank elevation of no. 27. It is noted no. 27 Blenheim Crescent has been previously extended (14/00404/FULH) and the proposed dwellings would project 0.4m beyond the existing rear wall of no. 27 given that the overall depth proposed is 13.6m and the existing depth of no. 27 is 13.1m. A number of rooflights are proposed to the flank elevations, however they are not considered to impact on the amenities of nearby residential occupiers in terms of overlooking and loss of privacy.
- 4.23 In relation to the proposal impacting on properties to the south of the site, the new dwellings at site 1.2m-1.3m away from the boundary abutting the access road serving the existing flatted block. There is an overall separation distance of 6.8m to the north elevation of the flats, which have no windows. It is therefore not considered to be overbearing nor result in loss of privacy or overlooking.
- 4.24 With respect to properties opposite the site there is in excess of approximately 20m separation distance, which is sufficient to mitigate against overlooking and loss of privacy.
- 4.25 It is not considered the proposal will have any adverse impact on residential occupiers to the west of the site in Elmsleigh Drive taking into account the overall separation distance of 23m to the rear boundary of the site, which can mitigate against overlooking and loss of privacy.

Sustainable Construction

National Planning Policy Framework; DPD2 (Development Management) policy DM2, DPD1 (Core Strategy) policy: KP2 and the Design and Townscape Guide SPD1.

- 4.26 Policy KP2 of the Core Strategy states:

“All development proposals should demonstrate how they will maximise the use of renewable and recycled energy, water and other resources. This applies during both construction and the subsequent operation of the development. At least 10% of the energy needs of new development should come from on-site renewable options (and/or decentralised renewable or low carbon energy sources), such as those set out in SPD 1 Design and Townscape Guide”.

- 4.27 The provision of renewable energy resources should be considered at the earliest opportunity to ensure an intrinsic design. In this instance the applicant has indicated that photovoltaic panels will be used to meet the requirement of policy KP2 of the Core Strategy and further details can be sought if this application is deemed acceptable.
- 4.28 Policy KP2 of the Core Strategy DPD1 requires the need for all new development to incorporate SUDs to enable surface water attenuation for the site. No details have been submitted at this time however, if the application is deemed acceptable a suitable condition can be imposed.

- 4.29 Policy DM2 of the Development Management Document part (iv) requires water efficient design measures that limit internal water consumption to 105 litres per person per day (lpd) (110 lpd when including external water consumption). Such measures will include the use of water efficient fittings, appliances and water recycling systems such as grey water and rainwater harvesting. Whilst details have not been submitted for consideration at this time, this can be dealt with by condition if the application is deemed acceptable.

Community Infrastructure Levy (CIL) Charging Schedule.

- 4.30 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. The proposed development will result in a net increase in gross internal area of 303.20 square metres (taking into account a deduction of 83.50 square metres for existing 'in-use' floorspace that is being demolished). The CIL chargeable rate for residential units in this location is £20 per square metre for the residential use. Therefore, this equates to approximately £4647.50.

Other Matters

- 4.31 It is noted that given the limited size of the plot and buildings, any alterations/extension of the dwellings allowed by the General Permitted Development Order or any order revoking and re-enacting that Order with or without modification, may result in unacceptable living conditions of the future occupiers (i.e. should the rear amenity space would be significantly reduced by a rear extension) or impact on the neighbouring properties (i.e. increased overlooking from dormer windows). For this reason it is considered reasonable that permitted development rights for the proposed dwellinghouses be removed from this proposal.

Conclusion

- 4.33 For the reasons set out above the proposed development will provide a satisfactory addition to the streetscene in terms of design and scale in accordance with the National Planning Policy Framework, policies KP2 and CP4 of the Core Strategy and policies DM1, DM3 and DM15 of the Development Management Document DPD2 and the Design and Townscape Guide SPD1.

5 Planning Policy Summary

- 5.1 National Planning Policy Framework 2012
- 5.2 Development Plan Document 1: Core Strategy Policies KP1 (Spatial Strategy), KP2 (Development Principles), CP3 (Transport and Accessibility), CP4 (The Environment and Urban Renaissance), CP8 (Dwelling Provision)
- 5.3 Development Plan Document 2: Development Management Document Policies DM1 (Design Quality), DM2 (Low carbon development and efficient use of resources), DM3 (The Efficient and effective use of land), DM8 (Residential Standards), DM15 (Sustainable Transport Management)

5.4 SPD1 Design & Townscape Guide 2009

6 Representation Summary

Design and Regeneration

6.1 No comments.

Traffic and Transportation

6.2 No objections.

Asset Management

6.3 The applicant does not benefit from using the private access road and therefore the parking spaces to the rear cannot be used **[Officer Comment: The site layout has been amended whereby three parking spaces are now proposed to be accessed from Blenheim Crescent only].**

Housing

6.4 The access road to the side is private serving the existing flats and any use of this road is unauthorised **[Officer Comment: The site layout has been amended whereby three parking spaces are now proposed to be accessed from Blenheim Crescent only].**

Southend Airport

6.5 No objections however, if a crane or piling rig is required to construct the proposed development you are required to contact the Airport Authority.

Leigh on Sea Town Council

6.6 The Committee regret the loss of a bungalow. The plan to place three houses on the plot was considered to be overdevelopment. The design was considered to be poor and would result in the loss of on street parking.

Public Consultation

6.7 A site notice was displayed on the 2nd August 2016 and 9 letters of representation have been received stating:

- Loss of bungalows is not acceptable;
- The overall design is more attractive as a chalet type style approach;
- Serious misgivings regarding parking, road access and general design;
- Overdeveloped
- There are flats being built every spare piece of land and now 3 houses are squeezed on to a site where there was one. This is happening all over Leigh and is ruining our town. This is going on despite objections of residents and councillors;

- The occupants of the property next to the planned building site, were refused permission to install dormer windows because 'it would affect the streetscene', this refusal despite the property directly facing having dormer windows. If dormer windows would affect the street scene, what affect would 3 cramped and rather ugly looking houses have?
- Looking at the pictures of the property, they are taller than the flats next door and much taller than the property on the other side of the proposed houses. This means that light will be blocked from newly installed windows on the side of this property **[Officer Comment: Amended design proposals have been received reducing the height from three storey to two storey];**
- Added traffic and parking problems;
- Result in the loss of natural light;
- Overlooking and loss of privacy;
- Overall design totally out of keeping with the streetscene;
- Population density/infrastructure concerns given this plot will increase the number of people and result in harm to schools, hospitals;
- Unsympathetic and totally out of character with existing streetscene;
- Siting of the development will detract from the charm of this street;
- The proposal will affect properties values;
- 3 storeys out of keeping **[Officer Comment: Amended design proposals have been received reducing the height from three storey to two storey];**
- The brickwork may appear depressing to look out on **[Officer Comment: Amended design proposals have been received with a change to the proposal from 3 three storey houses to now 3 chalet type bungalows];**
- There will be constant disruption during building works;
- Two dwellings would be better suited to this plot;

6.8 It should be noted a pro forma letter has been received with 5 signatures on objecting to the proposed development for the following reasons:

- Three houses are out of character in this area;
- Dormer windows were refused on the adjacent property no. 23 Blenheim Crescent due to the harm of the streetscene;
- We are all for affordable housing to help the younger generation although I am not sure these will be affordable could these houses not be built in a more suitable area and not squeezed into such a small space in our street;
- Apart from these cramped and ugly looking houses being built in our Crescent there will be more cars parking in the road by visitors etc to add to the traffic

6.9 Councillor Walker, Councillor Evans and Councillor Arscott have requested this application be dealt with by Development Control Committee.

7 Relevant Planning History

7.1 None.

8 Recommendation

8.1 Members are recommended to GRANT PLANNING PERMISSION subject to the following conditions:

01 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

02 The development shall be carried out in accordance with the approved plans: 301.P02 Revision A; 301.P03; 301.P04; 301.P06 Revision A; 301.P07.

Reason: Reason: To ensure the development is carried out in accordance with the development plan.

03 No development shall take place until samples of the materials to be used on all the external elevations, including walls, roof, dormers, porch canopy, paving, and on any screen/boundary walls and fences, driveway, forecourt or parking area have been submitted to and approved by the local planning authority. The development shall only be carried out in accordance with the approved details.

Reason: To safeguard character and appearance of surrounding area in accordance with Policy DM1 of the Development Management DPD and KP2 and CP4 of the Core Strategy.

04 The development shall not be occupied until 3 car parking spaces have been provided in accordance with drawing 301.P02 Revision A, together with properly constructed vehicular accesses to the adjoining highway, all in accordance with the approved plans. The parking spaces shall be permanently retained thereafter for the parking of occupiers of and visitors to the development.

Reason: To ensure that adequate car parking is provided and retained to serve the development in accordance with Policies DM15 of the Council's Development Management DPD and CP3 of the Core Strategy DPD1.

05 No part of the development shall be occupied until cycle parking spaces and waste storage has been provided in a secure and enclosed store in accordance with details which shall have previously been submitted to and approved by the local planning authority and thereafter both shall be retained in perpetuity unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that satisfactory off cycle off-street car parking and waste storage is provided in the interests of residential amenity and highways efficiency and safety, in accordance with the National Planning Policy Framework (NPPF), DPD1 (Core Strategy) 2007 policy KP2, DPD2 (Development Management Document) policy DM15 and SPD1 (Design and Townscape Guide).

06 No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority. The approved hard landscaping works shall be carried out prior to first occupation of the development and the soft landscaping works within the first planting season following first occupation of the development, unless otherwise agreed in writing by the local planning authority. These details shall include, for example:-

i proposed finished levels or contours;

ii. means of enclosure, including any gates to the car parks;

iii. car parking layouts;

iv. other vehicle and pedestrian access and circulation areas;

v. hard surfacing materials;

vi. minor artefacts and structures (e.g. street furniture, loggia, bollards, play equipment, refuse or other storage units, signs, lighting, etc.)

This shall include details of details of the number, size and location of the trees, shrubs and plants 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 tree protection measures to be employed during demolition and construction.

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

07 A scheme detailing how at least 10% of the total energy needs of the dwellinghouses will be supplied using on site renewable sources must be submitted to and agreed in writing by the Local Planning Authority and implemented in full prior to the first occupation of the dwellinghouse. 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 (DPD1).

08 Prior to the commencement of the development hereby approved, details of the siting and appearance of the cycle and refuse store shall be submitted to and agreed in writing by the Local Planning Authority. The proposed development shall then be carried out in accordance with the approved details and the refuse and cycle store shall be provided prior to the occupation of any the dwellinghouses.

Reason: In order to protect the character and visual amenities of the area and the environment for residents in accordance with policy DM1 of the Council's Development Management DPD and Policies KP2 and CP4 of the Core Strategy DPD1.

- 09** Prior to occupation of the development hereby approved details of the water efficient design measures set out in Policy DM2 (iv) of the Development Management Document to limit internal water consumption to 105 litres per person per day (lpd) (110 lpd when including external water consumption), including measures of water efficient fittings, appliances and water recycling systems such as grey water and rainwater harvesting.

Reason: To minimise the environmental impact of the development through efficient use of water in accordance with the National Planning Policy Framework, DPD1 (Core Strategy) policy KP2, DPD2 (Development Management Document) policy DM2 and SPD1 (Design and Townscape Guide).

- 10** The development hereby approved shall be carried out in accordance with drawing 301.P05 to ensure the dwellinghouses complies with building regulation M4 (2)-'accessible and adaptable dwellings'.

Reason: To ensure the residential units hereby approved provides high quality and flexible internal layouts to meet the changing needs of residents in accordance with National Planning Policy Framework, DPD1 (Core Strategy) policy KP2, DPD2 (Development Management Document) policy DM2 and SPD1 (Design and Townscape Guide).

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

Reason: To enable the Local Planning Authority to regulate and control development in the interest of the amenity of neighbouring properties and to safeguard the character of the area in accordance the National Planning Policy Framework, DPD1 (Core Strategy) Policies KP2 and CP4, DPD2 (Development Management Document) Policy DM1 and SPD1 (Design and Townscape Guide).

Informative

- 01** Please note that the development the 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 Community Infrastructure Levy (CIL) Liability Notice for the attention of the applicant and any person who has an interest in the land. This contains details including the chargeable amount, when this is payable and when and how exemption or relief on the charge can be sought.

You are advised that a CIL Commencement Notice (CIL Form 6) must be received by the Council at least one day before commencement of development. Receipt of this notice will be acknowledged by the Council. Please ensure that you have received both a CIL Liability notice and acknowledgement of your CIL Commencement Notice before development is commenced. Most claims for CIL relief or exemption must be sought from and approved by the Council prior to commencement of the development. Charges and surcharges may apply, and exemption or relief could be withdrawn if you fail to meet statutory requirements relating to CIL. Further details on CIL matters can be found on the Council's website at www.southend.gov.uk/cil.

- 02 Please note that if you require a crane or piling rig to construct the proposed development, this will need to be safeguarded separately and dependant on location maybe restricted in height and may also require full coordination with the Airport Authority. Any crane applications should be directed to sam.petrie@southendairport.com**
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