

Reference:	16/01503/FULM	
Ward:	Victoria	
Proposal:	Demolish existing buildings, erect 3 storey block comprising of 44 flats, 252sq.m retail commercial floor space at ground floor, communal amenity space, landscaping, parking and associated works (Amended Proposal)	
Address:	411-415 Sutton Road Southend on Sea	
Applicant:	Dove Jeffrey Homes Ltd	
Agent:	Phase 2 Planning & Development Limited	
Consultation Expiry:	16th September 2016	
Expiry Date:	22nd December 2016	
Case Officer:	Charlotte Galforg	
Plan Nos:	001, 200 P4, 201 P3; 202 P3; 203 P3; 204 P3; 205 P3; 206 P3; 207 P3; 208 P3	
Recommendation:	Delegate to the Head of Planning and Transport or the Group Manager Planning to GRANT PLANNING PERMISSION subject to completion of a legal agreement under S106 of the Town and Country Planning Act 1990 (As Amended).	



1 The Proposal

Background

This application has been submitted following refusal of earlier applications on the site, the latest of which (15/01130/FULM) proposed a 3 storey block of 49 flats with 395sqm of retail/commercial space at ground floor. That application was refused for the following reason:

01. The proposed development, by reason of its bulk, height, and massing, along with its proximity to nearby residential properties, would result in overbearing and overlooking to the detriment of residential amenities, contrary to the NPPF, Policy CP4 of the Southend Core Strategy 2007, DM1 of the Southend Development Management DPD and guidance contained within the Design & Townscape Guide

02. The proposed development fails to meet the National Housing Technical Standards in terms of unit sizes and would not result in high quality flexible living environments. As such the proposal is contrary to Policy DM8 of the Southend Development Management DPD (2015).

03. The proposed development would fail to make provision for adequate and accessible private outdoor amenity space, by virtue that the plans submitted do not demonstrate how the rooftop terrace could be accessed by wheelchair users and less ambulant residents. As such the proposal is contrary to Policy DM8 of the Southend Development Management DPD (2015) and Part M4 of the Building Regulations 2010.

that application has recently been allowed at appeal.

An earlier application (14/02043/FULM) proposed to demolish existing buildings, erect part 3/part4 storey block comprising 55 flats, 395sqm retail commercial floorspace at ground floor, communal amenity space, landscaping, parking and associated works was refused and dismissed at appeal.

- 1.1 It is proposed to redevelop the existing site for housing with retail use on part of the ground floor. The existing buildings would be demolished and it is proposed to erect 3, 3 storey blocks comprising a total of 44 flats. Revised plans have been submitted during the course of the application to include some 3 bed units and the revised details show a would be a total of 4 x 1 bedroom flats, 32 x 2 bedroom flats and 8 x 3 bed flats. 252 sqm of retail space would be provided at ground floor. 9 units are proposed to be Affordable Housing (the applicant has not specified tenure). This equates to 20%.
- 1.2 The ground floor of the southernmost units would comprise a retail/commercial unit. The parking areas to serve both uses would be laid out to the rear. The upper floors would be solely used for residential purposes. Balconies would be provided for a number of the units and large communal amenity areas would be provided at roof level. A total of 828 sqm of amenity space is provided, the majority of which is roof top communal area, and which equates to approx. 18.sqm per dwelling.

- 1.3 The development would be of a contemporary design, with a flat roof. The buildings are articulated by the use of canopies, balconies and the use of materials. The proposed materials are buff brick and white render, with timber clad panels and grey UPVC windows and grey aluminium doors. Fencing would be erected on boundaries and the hardstanding is proposed to be permeable block paving.
- 1.4 A total of 44 car residential parking spaces (100%) are proposed to the rear of the development together with 52 cycle parking spaces. New parking/loading laybys are proposed to be created within the highway, providing an additional loading space to the front of the development, together with parking bays. 10 on site spaces would be provided to serve the commercial unit and 6 on street car parking spaces/loading bay created. Two vehicular accesses are proposed to serve the development, one at the southern end of the site to serve the commercial units and parking and one towards the northern end, to serve the residential units.
- 1.5 The opening hours of the retail units are proposed to be 0700 – 2300 hours, 7 days a week.
- 1.6 The main changes to the proposals when compared to the previously refused applications:
- The development has been split into 3 separate blocks
 - The number of flats has reduced by 11 from the 2014 application and 5 from 15/01130/FULM and the level of commercial space by 145 sqm, because of the reduction in scale.
 - The mix of units has been amended to include 8 x 3 bed units.
 - The height of the development has been reduced by some 4.29m from the 2014 application and 1.58m from 15/01130/FULM at the rear (excluding lift housing).
 - The creation of 3 blocks has meant that the overall width of the development has decreased by some 10m, compared to application 15/01130/FULM.
 - The location of the access has changed from the northern end to the centre of the site pushing the building line slightly closer to the north
 - Increased back to back distance from the rear of the building to the rear of properties in Glenhurst Road to 36.4m
 - Roof deck amenity spaces set back 1.1m further from the rear boundary.
 - Changes to the elevations including the balcony detailing
 - Details of lift housing included.
- 1.7 The applicant has also submitted the following supporting documents: Design and Access Statement, Planning Statement, Transport Statement, Residential Travel Plan, Commercial Market overview, Landscape Strategy, Surface Water Drainage Strategy, Waste Strategy, Ecology Assessment, Energy Statement, Noise Assessment, Contamination Survey, Arboricultural Survey. Plans showing details of other recently approved development within the street have also been submitted in support of the application.

2 Site and Surroundings

- 2.1 The application site lies on the western side of Sutton Road, between the junction of Vale Avenue and Kenway. The site covers an area of 0.3 hectares. Buildings currently occupy the majority of the site. The existing buildings on the site are primarily 2-storey, with the main height focused on the street frontage with a parapet roof detail. Some of the buildings are rendered in white, others are brick. Generally they have crill windows. This site and the buildings on it, form part of a significant block with a long, linear street frontage.
- 2.2 There is at present a limited area of off street parking to the front of the buildings, although this currently results in vehicles overhanging the footpath, is of a poor quality, and has a negative visual impact. There is a run of mature street trees to the front of the site. There are a number of existing vehicular accesses crossing the pedestrian footpath.
- 2.3 Whilst currently unoccupied, the applicant states that the buildings were last used by Crown College in part for storage purposes and in part for teaching. It should be noted that there is no record or the necessary planning permission having been granted for teaching purposes and therefore that use appears to have been unauthorised. The last authorised use of the site therefore was for B8 (warehouse) employment use.
- 2.4 Development around the site is generally two storey, however a small, three storey block of flats has recently been erected opposite the site. Also to the north of the site, at the junction of Sutton Road and East Street lie a number of blocks of 4 storey, flat roof, flats. To the north and south of the application site lie commercial units. Opposite to the east is a mix of two storey houses, flats and shops with flats above. To the rear (west) of the site, lie the two storey residential properties in Glenhurst Road. These have rear gardens which abut the site.
- 2.5 It should be noted that permission has also been granted at 427 Sutton Road to "Demolish existing building and erect three storey building comprising of six flats with landscaping to rear, cycle storage and refuse storage" (ref 14/00029/FUL). Furthermore, permission was granted in 2011 at 257 - 285 Sutton Road to Demolish existing buildings, erect two four and five storey blocks comprising 97 self-contained flats. (11/00087/FULM) and building works are currently underway at 319 Sutton Road to erect a 4 storey building of 34 supported flats (13/00618/FUL).
- 2.6 The site is allocated as proposals site PA9 within the emerging Southend Central Area Action Plan (SCAAP) as a site for housing.

3 Planning Considerations

- 3.1 The main planning considerations are the principle of redevelopment of the site for retail and residential uses, impact on the character of the area, detailed design, traffic generation, parking and highways issues, impact on surrounding occupiers, living conditions for future occupiers, trees, archaeology, flood risk and drainage, contamination, sustainability, developer contributions, whether the development has overcome previous reasons for refusal taking into account the appeal decisions.

4 Appraisal

Principle of development

NPPF, DPD1 (Core Strategy) Policies, KP1; KP2; CP1, CP2, CP6, CP8; Development Management DPD Policies DM3, DM7.

- 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 CP1, of the Core Strategy, states that permission will not be granted for proposals involving the loss of business uses unless this would bring clear benefits. These benefits could include the creation of jobs, the extinguishment of a use which is incompatible with the amenity of the area or when the premises are no longer suitable for industrial or warehouse use. It should also be noted that the NPPF outlines the commitment of the Government to the promotion of a strong stable and productive economy.
- 4.3 The proposal would result in the loss of land capable of supporting employment generating uses within the borough. There is a limited amount of employment land, and it is the policy of the Council to protect such uses unless evidence can be provided that the business use has been marketed and found to be no longer viable.
- 4.4 Policy CP1 also states that this will only be allowed when the proposal clearly demonstrates it will contribute to the objectives of regeneration of the local economy in other ways, including significant enhancement of the environment, amenity and contribution to the local area.
- 4.5 Policy DM9 states at section 5:

Outside the Employment Areas (Policy Table 8), proposals for alternative uses on sites used (or last used) for employment purposes, including sites for sui-generis uses of an employment nature, will only be permitted where it can be demonstrated that:

*(i) it will no longer be effective or viable to accommodate the continued use of the site for employment purposes***; or*

(ii) Use of the site for B2 or B8 purposes gives rise to unacceptable environmental problems.

It will need to be demonstrated that an alternative use or mix of uses will give greater potential benefits to the community and environment than continued employment use.

The application site lies outside the defined Employment Areas.

- 4.6 Crown College have confirmed that building 417-419 has been empty since they purchased the site in 2009, although it has occasionally been used for storage in association with the College. 411 – 415 were used until February 2014 for teaching and training of young people in construction and motor mechanics.

4.7 The applicant has submitted evidence in support of the case that the site is no longer viable for employment purposes. The site has been marketed since May 2014 with no suitable tenant found and enquiries relating mainly to temporary letting. The agent believes this was largely due to the location and condition of the buildings. It is suggested that other employment sites nearby are more attractive to potential occupiers.

4.8 It is also noted that the site is included within an area allocated as Proposal site PA9 – Sutton Road Neighbourhood Policy Area and Opportunity Site 14, the policy states:

“The Council will support the redevelopment of this area for high quality housing and community facilities. The Council will require the building design, form and massing to:

- a) Have regard to residential building on the opposite site of Sutton Road and contribute positively to repairing the streetscene and urban grain of the area;
- b) Include enhancements to the public realm to create a coordinated, sustainable palette of materials and furniture in accordance with the Streetscape Manual SPD3

Although the SCAAP is an emerging policy and not yet formally adopted it gives an indication of the approach that the council is seeking to take in this location.

4.9 The SHLAA and ELR both preceded the SCAAP but also identify the Sutton Gateway Neighbourhood as offering opportunity for additional housing. They state that this should be complemented by enhancements to Sutton Road to uplift the residential environment – removing redundant street furniture (such as the bollards to the front of the site adjacent to the pedestrian crossing for example), and other enhancements (which could include tree planting, landscaping, cycle parking, quality permeable surface materials).

4.10 The proposed scheme would generate a number of jobs associated with the proposed retail use. No objections were previously raised by the Council to the loss of the employment use on the site, or raised by the Inspector at appeal. Taking all the above factors into account, it is considered that, provided that the submitted scheme would regenerate the area in a suitable manner to uplift it, then no objection is raised in principle to a mixed commercial and residential development on this site.

Housing mix

4.11 To create balanced and sustainable communities in the long term, it is important that future housing delivery meets the needs of households that demand private market housing and also those who require access to affordable housing. Providing dwellings of different types (including tenure) and sizes will help to promote social inclusion by meeting the needs of people with a variety of different lifestyles and incomes. A range of dwelling types will provide greater choice for people seeking to live and work in Southend and will therefore also support economic growth. The Council therefore seeks to ensure that all residential development provides a dwelling mix that incorporates a range of dwelling types

and bedroom sizes, including family housing, to reflect the borough's housing need and housing demand. Policy DM7 of the DMD requires all residential development to provide a mix of dwelling size and type.

- 4.12 Paragraph 159 of the NPPF requires local planning authorities to have a clear understanding of housing needs in their area and they should prepare a Strategic Housing Market Assessment ('SHMA') which identifies the scale and mix of housing that the local population is likely to need. The Southend-on-Sea Housing Strategy 2011, the SHMA 2013 and the Council's Community Plan 2011-2021 seek to provide sustainable balanced communities and advise that housing developments will need a range of tenures and size of dwelling, be well served by public transport and have access to wider supporting infrastructure. Furthermore, the SHMA has identified a shortage of family accommodation in Southend, despite an acute demand for this type of dwelling. Consequently, to address this shortfall and meet demand, residential development proposals will be expected to incorporate suitable family accommodation. The provision of high quality, affordable family homes is an important strategic housing priority in Southend and the Core Strategy highlights a need to retain a stock of larger family housing.
- 4.13 Policy DM7 states:
"The Council will promote the mix of dwellings types and sizes, taking account of those outlined in the SHMA, illustrated in Policy Table 2, in all new major residential development proposals. Where a proposal significantly deviates from this mix the reasons must be justified and demonstrated to the Council."*
- 4.14 The application has been amended during its submission to include 8 x 3 bed units (18%) and now proposes a mix of 1, 2 and 3 bed dwellings of which 20% would be affordable (tenure to be agreed). This is a significant uplift from the scheme recently allowed at appeal. Whilst the proposals do not accord fully with the dwelling mix as set out in policy DM7 (there are less 3 bed and no 4 bed units) it is noted that no objection was raised a mix of just one and two bed units when considering previous applications, as all units were to be affordable, the mix reflected the needs of the Registered Provider and was supported by evidence submitted by the applicant and by the Councils Housing team. It is noted that although intention of the applicant was to provide 100% AH, in order to address grant funding issues for the registered provider, the scheme was accepted in a policy compliant form, ie only 20% AH was required by S106. The application was not refused for reasons relating to the housing mix, and the Inspector allowed the subsequent appeal. The permission for (15/01130/FULM) remains extant and this is a material consideration when considering the current application. The applicant has also stated in respect of this application that viability is a significant factor in the applicant's decision to not increase the number of 3 bedroom units further.
- 4.15 It is considered that provision of 4 bed units in this type of flatted scheme is impractical and would be unlikely to find a market. Therefore no objection is raised to the lack of 4 bed units in this instance.
- 4.16 On balance, given the history of the site and the fall back position of the extant permission, and taking into account the above factors, it is considered that the housing mix as proposed, is acceptable in this particular case.

Retail use

- 4.17 Policy CP2 of the Core Strategy relates to Town Centre and Retail Development. It states that “Southend Town Centre will remain the first preference for all forms of retail development and for other town centre uses attracting large numbers of people”. The policy sets out the hierarchical preference for provision of retail development.
- 4.18 The NPPF also examines the impact of retail development on town centres and states at para 26: “When assessing applications for retail, leisure and office development outside of town centres, which are not in accordance with an up-to-date Local Plan, local planning authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold (if there is no locally set threshold, the default threshold is 2,500 sqm m).”

The application site is well below the NPPF threshold and therefore no sequential test is considered necessary.

- 4.19 Whilst the application site lies within the Southend Central Area, it lies outside the Town Centre. As noted above it is recognised within the SCAAP that mixed uses would be appropriate in this area. The proposed retail use is relatively low key and it is not considered that it would compete with the existing town centre uses, or those within the local centres as defined within the Core Strategy. The proposed small scale retail use could be considered to provide a local facility to support the housing use and to serve the local community. For these reasons there is no objection in principle to a retail use of the size proposed, as part of the mixed development on this site. No such objections have been raised previously.
- 4.20 To conclude, the regeneration of this site is anticipated within the SHLAA and ELR and the emerging action plan. The site is brownfield, but currently underused and does not benefit Sutton Road. The proposed development will have the potential to regenerate not only this site and may also spark regeneration of the wider area. The proposed commercial floorspace has the potential to yield operational jobs once completed and occupied. Therefore no objection is raised in principle to the redevelopment of the site as proposed and this position was accepted by the Inspectors when considering the appeals in relation to earlier schemes. For reasons detailed above the housing mix is also considered acceptable.

Design, regeneration and the impact on the character of the area.

Planning Policies: NPPF, DPD1 (Core Strategy) policies KP2, KP3, CP4; Development Management DPD Policy DM1, DM3; SPD1 Design and Townscape Guide.

- 4.21 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 existing and future occupants.
- 4.22 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 positively to making places better for people.”

- 4.23 Policy CP4 of the Core Strategy states “Development proposals will be expected to contribute to the creation of a high quality, sustainable urban environment which enhances and complements the natural and built assets of Southend” and “promoting sustainable development of the highest quality and encouraging innovation and excellence in design to create places of distinction and a sense of place”.

The need for good design is reiterated in policies KP2 and CP4 of the Core Strategy DM1 and DM3 of the DM DPD 2 and Policies, the Design and Townscape Guide and emerging policy SCAAP policy CS2.

- 4.24 This application site is identified in the emerging SCAAP. Policy PA9 sets out general design/layout criteria for the site and states (inter alia):

“The Council will require the building design, form and massing to:

- a. have regard to residential buildings on the opposite side of Sutton Road and contribute positively to repairing the street scene in this area;
- b. Provide for a new area of public open space.

- 4.25 Existing buildings on the site are primarily 2-storey, with the main height focused on the street frontage with a parapet roof detail. The buildings on site are nearing the end of their natural life. This site and the buildings on it, forms part of a significant block with a long, linear street frontage which offers regeneration potential, providing an opportunity for a high quality building on the site and to enhance the quality of the local streetscene and public/private realm, with active ground floor uses. There is at present an area of parking the front of the building which is of a poor quality, and has a negative visual impact. There is a run of mature street trees to the front of the site which is a positive feature that should be retained and enhanced by additional tree planting and landscaping, complimenting a quality built form.

- 4.26 From a design perspective there is no objection to demolition of the existing buildings and the comprehensive, residential-led regeneration of this side is welcomed, however the detailed design, scale and massing of the proposals, together with the use of materials, are key to recognising the Council’s aims of regenerating Sutton Road.

Relationship to context

- 4.27 Whilst currently predominantly 2 storey, there is a mix of development within this Sutton Road frontage, varying from single storey commercial units, to 4 storey flatted blocks. Properties are a mix of ages and designs. It is noted that permission has recently been granted for a 4-5 storey block at 275 Sutton Road, development is underway of a 4 storey block at 319 Sutton Road, that permission has been granted for a three storey development on the adjacent site 427 Sutton Road, and indeed there is an extant permission for a higher development on this

site.

- 4.28 It is considered that the development site, given its size, could be argued to have the potential to change the overall character of the street block as part of the wider regeneration of the area. It is recognised that the previous applications were not refused for reasons relating to their design or impact on the streetscene or character of the area, nevertheless the applicant has sought to reduce the height and massing of the proposed blocks in line with the details set out in para 1.6 above. This is welcomed and splitting block into 3 has significantly reduced the massing of the proposal both from Sutton Road and Glenhurst Road. The change has also achieved an enhancement to the overall design of the scheme and improved its integration into the streetscene in terms of form and grain. The scale of the blocks has been articulated and reduced still further by use of balconies, differing materials and the general design of the building. No objection is therefore raised to the scale of the building.
- 4.29 *Detailed Design* – Splitting the blocks has enabled the relocation of the vehicular access which now forms a gateway feature to the site and the exposed new flanks have also been well articulated ensuring that the proposal will appear as a well-rounded and complete development. The design detailing to the elevations has changed the previous box framed balcony features for a more lightweight open framing and these will provide a good level of interest and articulation to the frontage and overall the elevations appear to be well balanced and detailed. Details of materials will be finalised by condition to ensure these reflect the overall quality of the development.
- 4.30 The level of detail has been carried through to the landscape including the frontage, surfacing to the parking area and planted screen to the rear which will be glimpsed through the gaps in the built form and all these will all make a positive contribution to the setting of the buildings and the wider streetscene.
- 4.31 Public realm enhancements – these will be a welcome element of the scheme and in line with the principles set out in the emerging SCAAP and should contribute to the regeneration of this part of Sutton Road. Final details will need to be agreed by condition but the applicant has confirm these will include removal of existing crossovers and street furniture to the front of the site and installation of new street furniture and paving to the front of the site.
- 4.32 Boundary treatment – details of all boundary treatments will be provided and agreed by means of condition. The detailed design of the front boundary to the residential element of the scheme will be particularly critical. The side boundaries also have public impact and should be of an appropriate quality – again brick boundary walls (rather than fencing) with planting would be preferred. The existing high rear wall to the rear is to be replace by fencing and a screen of trees. This additional greening is welcomed.
- 4.33 Parking/Access – positively, permeable block paving is proposed to the commercial parking access way, leading from the street, and is continued into the main parking court with the remaining spaces laid to tarmac. This is acceptable. Details of the landscaping/tree planting will be subject to condition together with surface materials.
- 4.34 Trees – a number of existing trees are, positively, to be retained and will be

conditioned to be protected during the proposed works. It is considered that they are sited far enough from the proposed residential properties not to come under future pressure for undue pruning or removal. The trees now proposed to the rear are also distant enough from existing properties to ensure a satisfactory relationship.

Regeneration and uplift of the area

- 4.35 The development together with the proposed enhancements to the highway and public realm should result in the desired regeneration of the area.
- 4.36 To conclude, the development is considered to meet the current Policy requirements and those of the emerging SCAAP. It is considered that the development represents an exciting opportunity to regenerate this brownfield site, which would uplift the Sutton Gateway neighbourhood and provide much needed housing within the borough.

Traffic and Transport

Planning Policies: NPPF; DPD1 (Core Strategy) policies: KP1, KP2, KP3, CP3; Development Management DPD Policies DM15.

- 4.37 The site is set in a sustainable location. It is located within walking distance of Southend East station which connects with London Liverpool Street and is adjacent to cycle routes and bus routes. The site is within ready walking distance of the town centre and its associated amenities and is also located close to the A13 and A127, Southend to London arterial roads.
- 4.38 The scheme is accompanied by a Traffic Assessment containing access, parking and servicing strategies.
- 4.39 The scheme includes alterations to the highway to create a loading bay and parking spaces to the front of the development.
- 4.40 It is noted that no objections on highways or parking grounds have previously been raised in relation to this site and this position was accepted by the Inspectors.

Traffic Generation

- 4.41 Trip Generation has been assessed using the recognised TRICS database. The modelling assessed the impact of the development. The TA suggests that the retail unit will be used for local and top up shopping and therefore would not have a material impact on the highway network. The TA ascertained that the residential development would result in an additional 24 traffic movements during the evening peak hour. This would not result in a material impact on traffic in the area. Highways officers have raised no objection and no objection was raised to the previous (larger) proposals on this basis.

Car Parking

- 4.42 Residential - The development is policy compliant with regard to residential parking provision. The scheme includes in excess of 100% parking to serve the

residential units. The DM recognises that the area covered by the SCAAP has good public transport options and has services and facilities within walking distance, making sustainable travel choices a realistic alternative for many people. The car parking requirement for dwellings within the area covered by the SCAAP therefore remains at 1 space per dwelling. Thus the development is considered to be in accordance with the existing DM parking standards. The level of parking provision is equivalent to the previous application whence no objection was raised on parking or traffic grounds. A number of spaces have adequate areas around them to allow for use by disabled occupiers.

- 4.43 Commercial– parking standards for commercial development are maxima standards within the current and emerging policy. The application includes 10 spaces within the site to serve the retail use. It also provides additional on street car parking to the front of the site in Sutton Road (this would be also be used for loading at certain times). It should also be noted that there are time restricted on street car parking spaces opposite the site. Taking all these factors into account the amount of parking proposed to serve the retail use is considered adequate to meet the needs of the development.
- 4.44 Travel plans have been submitted for both the residential and commercial elements of the development, these require minor amendments but are largely acceptable. These plans will set out a number of initiatives and measures which will be implemented with a view to reducing reliance on the private car and maximising the used of sustainable transport modes. Implementation of these Travel Plans will be a requirement of the S106 Agreement.
- 4.45 The applicants have shown cycle parking spaces to be provided centrally within the site to serve the residential development and there is cycle parking to the side of the retail development to serve that. This is considered acceptable.

Access and Servicing

- 4.46 The main pedestrian and vehicular accesses to the development are from Sutton Road. This is acceptable. Residential and commercial waste will be collected at the front of the site using a loading bay with associated parking restrictions to allow for delivery vehicles for the commercial unit. Residential bin stores are located internally to the residential blocks to be collected from the front of the site. This is considered to be adequate to meets the needs of the development. Refuse collection for the commercial element, this will take place within the highway. This is considered acceptable. A Waste Management Strategy will be required by condition, covering both residential and commercial and refuse management.
- 4.47 A contribution of £4000 is required to fund the traffic regulation order for the development. This will be achieved through the S106 Agreement. The applicant will be required to fund/make the alterations to the highway prior to occupation of the development.
- 4.48 Servicing and waste facilities to serve the development are therefore considered acceptable.
- 4.49 Taking all these factors into account proposed development is considered to meet with policies CP3 of the Core Strategy and Policy DM15 of the Development

Management DPD with regard to traffic generation, parking, access and servicing.

Impact on amenity of adjacent occupiers and future occupiers of the development

Planning Policies: NPPF, Core Strategy policy CP4, BLP policies H5, H7, E5, U2, Development Management DPD DM1, DM3, DM8; Policies Design and Townscape Guide SPD1

- 4.50 Policies DM1 and DM3 of the Development Management DPD and CP4 of the Core Strategy refer to the impact of development on surrounding occupiers. Residents are currently facing an unoccupied site, therefore the proposed development will undoubtedly have a greater impact. However the key point is to consider whether the impact of the development will result in material harm to those occupiers. The previous applications on this site were refused for reasons relating to the impact on the living conditions of occupiers of the adjacent dwellings in Glenhurst Road in terms of outlook and privacy. This position was supported by the inspector at the appeal in respect of application 14/02043/FULM. However the second application 15/01130/FULM was allowed on appeal and the Inspector commented as follows:

“12. ... the three storey block would be positioned on that part of the appeal site furthest away from Glenhurst Road. Whilst the proposed building block would represent a notable increase on the height of the existing range of buildings I am satisfied that the position and relatively narrow depth of the three storey block would be sufficiently set back so that its bulk, form and massing would not be oppressively dominant in the outlook from these properties.

13. The proposed vegetated boundary between the proposed rear parking and the gardens on Glenhurst Road would also significantly filter views of the building reducing its presence from this perspective. Additionally, the combination of the planted boundary, the openness of the intervening proposed parking area and the setback position of the flats would not harmfully enclose or erode the current degree of openness in the rear gardens along Glenhurst Road. I am also satisfied that the proposed three storey height would still allow for a degree of openness to the east, in terms of daylight and sunlight, to be appreciated from the rear outlook of adjacent properties on Glenhurst Road.

15. I note the appeal proposal does not include any full balconies on the rear elevation but would involve openings to habitable rooms including on the second floor, some of which would comprise ‘Juliet’ balconies serving lounge rooms. From the submitted plans these ‘Juliet’ balconies would involve opaquely glazed balustrades to inhibit some inter-visibility. Elsewhere standard window openings serve bedrooms along this elevation. I find the relationship of these proposed openings to corresponding openings and the rear gardens of adjacent properties on Glenhurst Road would be reasonably direct. However, due to the appreciable intervening distance, the unexceptional scale and position of the proposed building, the proposed obscured balustrades and the proposed boundary planting I am satisfied that any degree of overlooking or perception of being overlooked would not be significantly invasive to amount to any appreciable harm to the adjoining residents in Glenhurst Road.

16. Additionally, the appeal proposal would involve a roof terrace to provide communal amenity space. This terrace would not occupy the full extent of the roof area and would be stepped back from the rear elevation so that it would be principally orientated towards Sutton Road leaving a non-accessible roof area closest to the Glenhurst Road properties. Additionally, a 1.8 metre tall obscure glazed balustrade would run the length of the terrace area parallel to direction facing Glenhurst Road. Again, for the reasons set out in the preceding paragraph, I am satisfied that the proposed roof terrace would not have a harmful effect on the privacy of occupiers of adjacent properties on Glenhurst Road. Nor given the intervening distance and position of retained established trees on Sutton Road would it unacceptably harm the privacy of corresponding properties on Sutton Road.

17. I am aware that my findings on the impact on living conditions for adjacent properties vary from those of the earlier appeal decision. However, that decision considered a taller four storey block and it is clear that the height of the earlier scheme was of significant concern to that decision-taker both in terms of outlook and privacy. I have found that the reduced height of the building is an appreciable material change that would not result in a similarly harmful impact and that the proposed landscaping would be more effective at screening the reduced scale of the appeal proposal before me.

18. I also note that the earlier appeal decision expressed concern about the width of the single block of development in the outlook from Glenhurst Road. The reduced scale of the appeal proposal occupies a similar width of linear footprint to the existing buildings albeit set back towards Sutton Road. I also find the contemporary design with its considered arrangement into three distinct blocks with varying detailed would not result in either a harmfully monolithic or overbearing scheme. I recognise the appeal proposal would alter the outlook from a number of properties however it would not be unduly harmful. I find the overall scale, design and appearance of the appeal proposal would complement other recent residential schemes nearby on Sutton Road and on surrounding side streets around Glenhurst Road, including those on Kenway, such that it would not appear as an uncharacteristic development in the area.

- 4.51 The scheme currently before members was submitted prior to the above appeal decision having been issued. Following the first appeal decision and the subsequent refusal of application 15/01130/FULM, it has been redesigned, and the size and scale of the blocks reduced still further. No element of the proposals has a greater impact than that considered by the Inspector in relation to 15/01130/FULM. The main changes that have taken place are detailed at para 1.6 of this report. The impact on surrounding occupiers has thus also reduced and in accordance with the latest findings of the Inspector in relation to 15/01130/FULM it is considered impact of the development would not be unduly harmful and the proposals are considered to have an acceptable impact on neighbouring occupiers.

Prominence and overbearing nature

- 4.52 Since the first appeal decision the scheme has been amended twice. The height of the development has been reduced by some 4.29m from the 2014 application

and 1.58m from 15/01130/FULM at the rear (excluding lift housing) and the majority of the building set back from the rear of the properties in Glenhurst road by a further metre, to 36m. Furthermore as part of the most recent application the bulk and mass of the building has been reduced still further by breaking up the original single block into three smaller blocks with generous breaks between them.

- 4.53 It is therefore considered that the bulk and mass of the building is a further improvement to the scheme that was recently allowed on appeal and was found acceptable by the Inspector.

Privacy

- 4.54 The main part of the development is now 36m from the rear of properties Glenhurst Road. The reduction in height and increased separation is considered sufficient to mitigate overlooking to the rear windows of properties in Glenhurst Road. The applicant is also proposing to plant 7m height mature trees to the rear of the development along the boundary with Glenhurst Road. These trees would screen views towards the rear of properties within Glenhurst Road and be a similar height and in a similar position to the existing commercial buildings on the site, so could not be considered to be overbearing.

- 4.55 Thus the development is considered to be an improvement over the consented scheme and would not result in an unacceptable degree of overlooking of the adjacent occupiers. This is the position accepted by the Inspector at the most recent appeal.

Noise and disturbance

- 4.56 The applicant has submitted a noise impact assessment with the application, which examines not only the impact on surrounding development but also future occupiers of the development. The applicant has assessed the noise impact on residents from the development, including any ventilation/extraction etc. and considered what mitigation measures are required.
- 4.57 The noise and disturbance emanating from the residential uses of the site will be relatively low and similar to those generally expected within a residential area. The proposed uses would not give rise to disturbance to surrounding occupiers.
- 4.58 Traffic noise from servicing etc. will be restricted as it is intended that this would generally be carried out from the bays to the front of the site. Delivery hours will also be restricted in order to protect residents of the surrounding area and the new flats. Noise from ventilation ducting etc. will be controlled through the use of suitable conditions and is not anticipated to give rise to material harm.
- 4.59 Construction noise will be mitigated by use of hoardings around the development, carrying out construction in accordance with best practice and limiting the permitted hours of construction.
- 4.60 It is also necessary to take into account the fact that the site could be reused for employment purposes and there are no restrictions on hours of operation at present.

Lighting

- 4.61 Any externally lighting can be controlled by the use of suitable conditions to ensure that the light source is directed away from surrounding residential occupiers and is not excessively bright and will not therefore cause detrimental intrusion of light.
- 4.62 Thus it is not considered that the development will result in noise or disturbance to surrounding occupiers. This the position accepted by the Inspector at appeal.

Impact on future occupiers

- 4.63 It is also necessary to consider whether the development will result in an acceptable environment for future occupiers of the flats. The reason for refusal in relation to 15/01130/FULM related to the quality of amenity space and its accessibility, and the size of the units, which failed to comply with the NTS. It is however noted that the Inspector considered both these elements acceptable when allowing the appeal.

Size and layout of units

- 4.64 It is the Council's aim to deliver good quality housing, ensuring that new developments contribute to a suitable and sustainable living environment now and for future generations. To achieve this, it is necessary to ensure that new housing developments provide the highest quality internal environment that will contribute to a good quality of life and meet the requirements of all the Borough's residents. Minimum space standards are intended to encourage provision of enough space in dwellings to ensure that they can be used flexibly by residents, according to their needs, and that sufficient storage can be integrated.
- 4.65 The National Technical Standards (NTS) include Housing size standards. The proposed development meets the NTS unit and bedroom size standards.

Amenity Space

- 4.66 Private outdoor space is an important amenity asset and provides adults and children with external, secure recreational areas. It is considered that this space must be useable and functional to cater for the needs of the intended occupants. All new residential units will be expected to have direct access to an area of private amenity space.
- 4.67 The proposal provides a total of 828sqm of amenity space, the majority of which is roof top communal area, equating to approx. 18.sqm per dwelling, which is quite generous for this type of development. It is noted that the upper, rear units don't have direct access to any amenity space but have full access to the roof terrace and that the balconies to the front would experience noise from traffic. Lift access is provided to roof level. Taking all the above factors into account , the amount and quality of amenity space is considered acceptable to meet the needs of occupiers.

Noise

- 4.68 The noise assessment submitted with the application, examines the impact on

future occupiers of the development. Traffic noise levels surrounding the development are high. Mitigation measures will be necessary to achieve a suitable noise environment for occupiers, and acoustic glazing will be required to the new flats. The developer has submitted information to demonstrate that with suitable acoustic glazing in place, noise levels for occupiers of the units will be at an acceptable level. Details of the noise mitigation measures will be controlled by the use of suitable conditions

Ventilation and extract ducting

- 4.69 Any mechanical extraction, ventilation or air conditioning plant, would need to be carefully located and designed in order to prevent statutory noise or odour nuisance. A fully detailed specification for the ventilation strategy will need to be developed at construction phase of the development and details for the commercial element will be based to an extent on the future occupiers. Officers are satisfied that the details of the mechanical extraction, ventilation or air conditioning plant can be satisfactorily incorporated into the development and can therefore controlled by the use of a suitable condition.

Sustainable Construction

Planning Policy Statements: NPPF DPD1 (Core Strategy) policies: Key Policies: KP2, CP4; Development Management DPD Policy DM2; SPD 1 Design and Townscape Guide

- 4.70 Policy KP2 sets out development principles for the Borough and refers specifically to the need to:

“include appropriate measures in design, layout, operation and materials to achieve:

a reduction in the use of resources, including the use of renewable and recycled resources.

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, wherever feasible. How the development will provide for the collection of re-usable and recyclable waste will also be a consideration.....

.....development proposals should demonstrate how they incorporate ‘sustainable urban drainage systems’ (SUDS) to mitigate the increase in surface water run-off...”

- 4.71 The applicants have submitted a Sustainability and Energy Statement in support of their application. This sets out how the energy needs of the development might be met and looks at all the possible options. It states that approximately 19% of the energy needs of the development are to come from on-site photovoltaic panels, which would be sited on the roof. This is considered an acceptable option and meets the requirements of policy KP2. The development would also incorporate water efficient measures to reduce water use within the development.

- 4.72 The applicants have submitted a drainage strategy which suggest surface water will drain to a soakaway, which is a sustainable form of drainage. Exact details of the required Sustainable Drainage system (SuDs) will be agreed by condition.
- 4.73 Overall the sustainability credentials of the development are considered to be acceptable, and subject to an appropriate condition, the development is therefore considered to meet the requirements of policy KP2 and DM2.

Ecology

NPPF Section 11, Core Strategy Policies KP1, KP2 and CP4.

- 4.74 The applicants have carried out an ecological assessment of the site. The site has a low ecological value at present, although the buildings do have the potential to provide a roost for bats. Remarkably a slow worm was found within the existing buildings and this has now been properly relocated. As part of the application, proposals are suggested to enhance the biodiversity of the site. This would be assisted by appropriate planting and the installation of bird boxes etc. which will be controlled by a landscaping condition. Arboricultural protection measures will be put in place for the existing trees to the front of the site.
- 4.75 Thus provided suitable enhancements measures are put in place, the development will enhance biodiversity on the site.

Flood risk and drainage

Planning Policy: NPPF Section 10, DPD1 (Core Strategy) policies: KP1, KP2, KP3, CP4; Development Management DPD Policy: DM2.

- 4.76 The application site lies within Flood Zone 1 (low risk). Therefore Environment Agency Standing Advice considers the application will be applicable in terms of flooding. It recommends the management of surface water run-off and seeks a SuDs approach to drainage. The applicants have stated that soakaways will be used and SuDs can be controlled by the use of suitable condition.
- 4.77 The impact of the development is therefore considered to meet the requirements of the NPPF and KP2 and will not have an adverse impact in relation to increased flood risk.

Developer contributions.

Planning Policies: NPPF; DPD1 (Core Strategy) policies KP3.

4.78 The Core Strategy Police KP3 requires that:

“In order to help the delivery of the Plan’s provisions the Borough Council will:

2. Enter into planning obligations with developers to ensure the provision of infrastructure and transportation measures required as a consequence of the development proposed.

This includes provisions such as; a. roads , sewers, servicing facilities and car parking; b. improvements to cycling, walking and passenger transport facilities and services; c. off-site flood protection or mitigation measures, including sustainable drainage systems (SUDS); d. affordable housing; e. educational facilities; f. open space, ‘green grid’, recreational, sport or other community development and environmental enhancements, including the provision of public art where appropriate; g. any other works, measures or actions required as a consequence of the proposed development; and h. appropriate on-going maintenance requirements.”

4.79 The above addresses the specific mitigation for 411 Sutton Road for matters not addressed within the Regulation 123 Infrastructure List.

4.80 Affordable Housing – The development is proposed to be built out with 20% AH in compliance with DM7. The applicant states that the tenure is to be agreed with the LPA. The Department for People (Housing) seeks social/affordable rented units and considers the provision of 6 x 1 bed and 3 x 2 bed units, as proposed, to meet current need.

4.81 Highways works – Highways works are proposed to the front of the site to create the additional loading and parking bays and to alter street furniture. These works are required to meet the needs of the development and should be carried out by the developer at their expense. It is considered that it will be more financially efficient for the developer to carry out these works (rather than the Council) and therefore they will be controlled by use of a Grampian Condition. A contribution of £4000 is, however, sought as part of the S106 Agreement to fund the necessary TRO for the development.

4.82 Travel Packs and Travel Plans – Travel Packs will be required for the residential development and a travel plan will be required for the retail development.

4.83 Public realm enhancements – These will be a welcome element of the scheme and in line with the principles set out in the emerging SCAAP (proposal site policy ps10b and policy dp10), and should contribute to the regeneration of this part of Sutton Road. These will be integral to the highways works with details now required by Grampian condition and will include but not be limited to: removal of existing redundant crossovers and street furniture to the front of the site and installation of new street furniture and paving to the front of the site.

4.84 Public Art - Consistent with the objectives of the adopted Design and Townscape Guide SPD, the Council seek either a contribution towards public art as part of the development or provision of public art on site to an equivalent value. The applicants have agreed to make a contribution for public art, details of which will be reported. It should be noted that public art within the Central Area is not covered by CIL.

- 4.85 The contributions proposed are considered to meet the tests set out in the CIL Regulations 2010. Without the contributions that are set out above the development could not be considered acceptable. Therefore if the S106 agreement is not completed within the relevant timescale the application should be refused. An option to this effect is included within the recommendation in Section 10.

Community Infrastructure Levy Regulations

- 4.86 The Community Infrastructure Levy Regulations 2010 came into force on 6 April 2010. The planning obligation discussed above and as outlined in the recommendation below has been fully considered in the context of Part 11 Section 122 (2) of the Regulations, namely that planning obligations are:

- a) necessary to make the development acceptable in planning terms; and
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development

The conclusion is that the planning obligation outlined in this report would meet all the tests and so that if the application were otherwise considered to be acceptable this would constitute a reason for granting planning permission in respect of application.

- 4.87 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 gross internal area of approximately 3,155 sqm. The resulting total CIL contribution for this site is approximately £78,764.12, however this is subject to confirmation.

Other Considerations

NPPF, DPD1 (Core Strategy) policies KP1, KP2, KP3, CP4, CP6; Development Management DPD Policies DM14; BLP policies; C1, C11, H5, H7, U2, SPD1 Design and Townscape Guide

- 4.88 *Decontamination*- The site is classed as being potentially contaminated land. A desk study report has been provided, which indicates that further intrusive investigation is required to be undertaken. This will be controlled by condition and mitigation measures put in place.

5.0 Conclusion

- 5.1 This development represents an opportunity to redevelop and regenerate a redundant employment site in accordance with DM and emerging SCAAP policy and to provide a development of 44 homes and a small retail unit designed to serve local residents. The scale and mass of the development has been reduced since the previous schemes and is considered acceptable. A scheme of greater scale and mass (application ref 15/01130/FULM) was recently allowed on appeal. The contemporary design is also considered to be appropriate for the area. The

proposed alterations to the highway and public realm will also enhance the area and help uplift this part of Sutton Road. Parking is provided to meet the needs of the occupiers and the traffic generation associated with the development will not have a negative impact on surrounding traffic flow. The development is sited sufficiently distant from residential properties in Sutton Road and Glenhurst Road to avoid overlooking and loss of light or otherwise impact upon amenity and plans include additional screen planting to the rear. This relationship was accepted for the larger (application ref 15/01130/FULM) which was recently allowed on appeal. Subject to completion of a suitable S106 Agreement the development is therefore considered to be in accordance with National and Local Planning Policies and is considered to be acceptable.

6.0 Planning Policy Summary

- 6.1 NPPF - National Planning Policy Framework: Achieving sustainable development, Core Planning Principles, Policies: 1. Building a strong, competitive economy; 4. Promoting sustainable transport, 6. Delivering a wide choice of high quality homes; 7. Requiring good design; 8. Promoting healthy communities; 10. Meeting the challenge of climate change, flooding and coastal change; 11. Conserving and enhancing the natural environment.
- 6.2 DPD1 (Core Strategy) Policies- Key Policies, KP1 (Spatial Strategy); KP2 (Development Principles); KP3 (Implementation and Resources); CP1 (Employment Generating Development); CP3 (Transport and Accessibility); CP4 (The Environment and Urban Renaissance); CP6 (Community Infrastructure); CP8 (Dwelling Provision).
- 6.3 Development Management DPD(DM) 2015 Policies: Policy DM1 – Design Quality; Policy DM2 – Low Carbon Development and Efficient Use of Resources; Policy DM7 – Dwelling Mix, Size and Type; Policy DM8 – Residential Standards; Policy DM11 – Employment Areas; Policy DM15 – Sustainable Transport Management.
- 6.4 Supplementary Planning Document 1: Design & Townscape Guide (2009).
- 6.5 Supplementary Planning Document 2: Planning Obligations (2010)
- 6.6 CIL Charging Schedule 2015, Regulation 123 List
- 6.7 National Technical Standards 2015
- 6.8 Southend and Central Area Action Plan (SCAAP) (Consultation document)

7.0 Representation Summary

- 7.1 **Anglian Water** – There is sewer and wastewater capacity. Seek information re Assets affected. The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. Building Regulations (part H) on Drainage and Waste Disposal for England includes a surface water drainage hierarchy, with infiltration on site as the preferred disposal option, followed by discharge to watercourse and then connection to a sewer. The surface water strategy/flood risk assessment

submitted with the planning application relevant to Anglian Water is unacceptable as a final drainage strategy is yet to be proposed. We would therefore recommend that the applicant needs to consult with Anglian Water and the Lead Local Flood Authority (LLFA). We request a condition requiring a drainage strategy covering the issue(s) to be agreed.

7.2 **The Curator Central Museum** – No response

7.3 **EDF Energy** – No response

7.4 **Fire Brigade** – Access for Fire Service Purposes is satisfactory. The applicant is reminded:

- that additional water supplies for fire fighting might be needed to serve this development.
- Sprinkler systems can be effective in the rapid suppression of fires.

[officer comment – informatives added to this effect]

7.5 **Police Architectural Liaison Officer** - no response

7.6 **Environment Agency** – no response

7.7 **British Gas** – no response

7.8 **Police Licensing Liaison Officer** – no response

7.9 **Parks** – No response but commented on the previous scheme: The submitted report and tree related material submitted seems to be appropriate, however the developer should be required to develop in accordance with the Arboriculturist report and its recommendations. The parks department will pursue compensation from the developer based on the full CAVAT value of the street trees potentially affected if they are damaged in any way.

7.10 **Traffic and Highways - Parking/Serviceing**

The proposal provides one parking space per dwelling and an additional 8 visitor spaces. 10 car parking spaces have been provided for the commercial element which is considered acceptable. A traffic regulation will be applied to the loading bay at the front of the site which will also provide 4 car parking spaces with another 2 on street car parking spaces. The cost to the applicant will be £4,000 for the implementation of the traffic regulation order. Alternative arrangements should be made for the collection of refuse as the location of the refuse stores is not with current collection guidance.

Traffic Impact

Trics analysis has been carried out for the existing and proposed uses as well as the and census data from the Victoria Ward investigated. It is considered that the proposal will not generate significant levels are vehicular traffic.

Improvement to the public realm

Any alterations that are necessary as a result of the proposed development the

applicant will be required to enter into the appropriate highway agreement.

Given the above information and that contacted within the detailed Transport Statement there are no highway objections raised.

7.11 **Design and Regeneration** – The previous proposal was refused because of bulk height and massing and proximity for neighbours and lack of accessibility to amenity area. In response to this the following changes have been made to the scheme.

- The block has been split into 3 separate blocks and the height of the blocks has been reduced resulting in a 34% of building area to the street
- The location of the access has changed from the northern end to the centre of the site pushing the building line slightly closer to the north
- Changes to the elevations including the balcony detailing
- The number of flats and the level of commercial space has been reduced because of the reduction in scale

Splitting block into 3 has significantly reduced the massing of the proposal both from Sutton Road and from the neighbours to the rear which seems to have addressed the reason for refusal and however, it is also considered that this change has also achieved an enhancement to the overall design of the scheme and improved its integration into the streetscene in terms of form and grain. Splitting the blocks has also enabled the relocation of the vehicular access which now forms more of a gateway feature to the site and it is pleasing to see that the exposed new flanks have also been well articulated ensuring that the proposal will appear as a well-rounded and complete development. The design detailing to the elevations has also been tweaked in particular changing the previous box framed balcony features for a more lightweight open framing but, provided these elements are well detailed, they should still provide a good level of interest and articulation to the frontage and overall the elevations appear to be well balanced and detailed.

It is pleasing to see that the level of detail has also been carried through to the landscape including the frontage, surfacing to the parking area and planted screen to the rear which will be glimpsed through the gaps in the built form and all these should all make a positive contribution to the setting of the buildings and the wider streetscene.

Internally the layout seems well resolved and it is noted that the lift now runs to the roof top amenity areas making them more accessible.

Indicative information on materials has been provided which seems broadly acceptable particularly in choosing brick as the main façade materials, although there is a concern that upvc windows are proposed and it is also suggested that alternative accent materials to render, which can be a bit lacking in interest, be considered to ensure that the quality of the materials and detailing does not let down the overall scheme design.

The following conditions are suggested:

- Materials including product details
- Balcony detailing including framing, balustrade and screens
- Signage for residential units (commercial covered by separate

advertisement consent)

- Landscaping and boundaries
- 10% renewables
- Protection of street trees
- Streetscape enhancements – paving, if that would be possible

See previous comments re use, unit mix noted below

Use – Sutton Road is identified within the Core Strategy DPD as one of the Priority Urban Areas as the focus for regeneration and renewal. This site is designated in the Borough Local Plan as being for the protection of employment use (saved policy E4), and justification of the loss of employment use would be needed to satisfy this and the requirements of Core Strategy Policy CP1. Supporting information has been provided in this regard, including a letter from the former college which has now vacated the site and it is important to note that the emerging DM DPD (policy DM11) does not carry forward this designation. Furthermore, the emerging SCAAP (policies PS10b and DP10) seek to support the redevelopment of this area of Sutton Road for high quality housing with supporting uses at ground floor, such as community facilities, bar/café. It also recognises the potential of the area to provide affordable housing (paragraph 546). The SHLAA and ELR both also identify the Sutton Gateway Neighbourhood as offering opportunity for additional housing. This should be complemented by enhancements to Sutton Road to uplift the residential environment – removing redundant street furniture (such as the bollards to the front of the site adjacent to the pedestrian crossing for example), and other enhancements (which could for example include tree planting, landscaping, cycle parking, quality permeable surface materials – to be agreed as part of the public realm improvements forming part of this scheme). This opportunity should not be lost, particularly given the positive impact the redevelopment of this site could have on the regeneration and renewal of the local area.

7.12 **Environmental Health** – No comments received.

- 13 **Housing** - The application proposes the erection of 44 flats along with associated amenity space, landscaping and parking. In regards to the affordable housing provision for this site. Policy CP8 specifies all residential proposals of 10-49 dwellings make an affordable housing provision of not less than 20% therefore we are supportive of this application's proposal for 8 units of affordable housing.

In respect of affordable dwelling mix, size and type – policy DM7 stipulates a preferred affordable dwelling mix and indicative tenure mix as outlined in the SHMA. It also specifies that the Council will take into account latest affordable housing evidence when considering an appropriate mix therefore in order to respond to mounting housing pressures we have analysed current and historic actual housing need figures from the Council's Homeseeker's Register to make this response.

As of the beginning of August our housing register figures for Housing bands A&B (highest priority) are as follows:

Homeless or threatened with Homeless		MinBedSize	Apply	
HRA CRM State		MaxBedSize	Band A	Band B
Active	1		148	56
	2		46	68
	3		4	26
	4			12
	5			6
	6			1
Active Total			198	169

As can easily be seen, in Band A – 75% require a 1 bed accommodation, 23 % require 2 bed accommodation. In terms of Band B, 33% require 1 bed accommodation & 40% require 2 bed accommodation. On this basis, Strategic Housing are willing to accept affordable dwelling mix of 6 x 1bed and 3 x 2 bed.

In terms of tenure mix, again given latest affordable housing evidence, namely the lack of affordable rented accommodation being delivered due to national housing policy changes, the Strategic Housing team would accept 9 social/affordable rented units.

8.0 Public Consultation

- 8.1 Site notices posted and 67 neighbours notified. Press notice published. Site Notice displayed.

8.2 7 letters of objection received from 6 addresses raising the following issues:

- Overlooking and loss of privacy to dwellings and gardens
- Overshadowing and loss of light
- Too high
- Three storeys is too much replacing a single storey building
- Too close to Glenhurst Road
- Too bulky
- Noise and disturbance
- Pollution from car park
- Impact of lighting from development
- Protection from traffic noise by existing industrial buildings
- Loss of existing boundary wall and replacement with a cheap fence will result in loss of privacy and security.
- The high wall to the rear should be retained
- The proposed pear trees will bear half of the year and drop rotten fruit. Evergreen trees are the only option, these should be kept at a height of 7m and retained permanently.
- Insufficient parking for new residents
- Will lead to parking in Glenhurst Road where it is already difficult to park
- Congested area
- Site too large next to residential street
- Too many flats in this neighbourhood
- Impact on local amenities, schools, infrastructure etc
- Enough shops in the area already
- New shops will impact on existing businesses.
- Opening hours of shop will cause disturbance
- There will be gangs of teenagers loitering outside the shop smoking and drinking til all hours
- Traffic
- Amenity space on the roof will impact upon residents by overlooking and generation of noise in the evening by people playing music, drinking and socialising.
- Changes are insufficient and do not address the reasons why the original application were refused.
- More theft/ burglaries/reduced security.
- Too many applications for development and flats in this area
- The site should be developed for houses not flats.

9.0 Relevant Planning History

- 9.1 June 2015 – Planning permission refused to: demolish existing buildings, erect part 3/part4 storey block comprising 55 flats, 395sqm retail commercial floorspace at ground floor, communal amenity space, landscaping, parking and associated works. 14/02043/FULM

Refused for the following reason: *The proposed development, by reason of its bulk, height, and massing, along with its proximity to nearby residential properties, would result in overbearing and overlooking to the detriment of residential amenities, contrary to the NPPF, Policy CP4 of the Southend Core Strategy 2007, C11 and H5 of the saved Southend Borough Local Plan 1994, and guidance contained within the Design & Townscape Guide.*

- 9.2 November 2015 – Planning permission refused for proposed a 3 storey block of 49 flats with 395sqm of retail/commercial space at ground floor (15/01130/FULM) That application was refused for the following reasons:

01. The proposed development, by reason of its bulk, height, and massing, along with its proximity to nearby residential properties, would result in overbearing and overlooking to the detriment of residential amenities, contrary to the NPPF, Policy CP4 of the Southend Core Strategy 2007, DM1 of the Southend Development Management DPD and guidance contained within the Design & Townscape Guide

02. The proposed development fails to meet the National Housing Technical Standards in terms of unit sizes and would not result in high quality flexible living environments. As such the proposal is contrary to Policy DM8 of the Southend Development Management DPD (2015).

03. The proposed development would fail to make provision for adequate and accessible private outdoor amenity space, by virtue that the plans submitted do not demonstrate how the rooftop terrace could be accessed by wheelchair users and less ambulant residents. As such the proposal is contrary to Policy DM8 of the Southend Development Management DPD (2015) and Part M4 of the Building Regulations 2010.

The application was subsequently allowed on appeal.

Recommendation

10.0 Members are recommended to:

- (a) **DELEGATE to the Head of Planning and Transport or Group Manager of Development Control & 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:**

- **A minimum of 9 units of affordable rented housing units (20% of overall provision) comprising 6x1 bed and 3x2bed units.**
- **Traffic Regulation Order contribution of £4,000**
- **Public art provision/financial contribution (value and details to be agreed prior to first occupation)**

- Provision of Travel Packs for residents.
- Retail Travel Plan.

(b) The Head of Planning and Transport 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 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: 001, 200 P4, 201 P3; 202 P3; 203 P3; 204 P3; 205 P3; 206 P3; 207 P3; 208 P3

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

03 No construction works above the floor slab level shall take place until samples of the materials to be used in the construction of the external elevations of the building hereby permitted, including balconies, balustrades, screening, fenestration, front porches and hoods have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To safeguard character and appearance of surrounding area in accordance with Policies KP2 and CP4 of the BLP and Policy DM1 of the Development Management DPD 2015

04 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 and these works shall be carried out as approved. These details shall include: proposed finished levels or contours; means of enclosure (including any gates to the car parks); car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg. furniture, loggia, bollards, play equipment, refuse or other storage units, signs, lighting etc.)

Details for the soft landscape works shall include the number, size and location of the trees, shrubs and plants to be planted together with a planting specification, the management of the site (e.g. the uncompacting of the site prior to planting) and the initial tree planting and tree staking details.

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 DPD1 with CP4 of the Core Strategy DPD1 and Policy DM1 of the Development Management DPD 2015.

- 05** The development shall not be occupied until space has been laid out within the site in accordance with drawing No. 200 P4 for cars to be parked and for the loading and unloading of vehicles and for vehicles to turn so that they may enter and leave the site in forward gear. The parking spaces shall be permanently retained thereafter for the parking of occupiers, staff and visitors to the development.

Reason: To ensure that adequate car parking is provided and retained to serve the development in accordance with Policies CP3 of the Core Strategy DPD1 and Policy DM15 of the Development Management DPD 2015.

- 06** The development shall not be occupied until a car park management plan for the development has been submitted to and agreed in writing by the Local Planning Authority. The agreed management plan shall be carried out as approved.

Reason: To ensure that the car parking is satisfactorily managed in the interests of traffic management and highway safety in accordance with Policies KP2 and CP3 of the Core Strategy DPD1 and Policy DM15 of the Development Management DPD 2015.

- 07** The development shall not be occupied until a waste management plan and service plan has been submitted to and agreed in writing by the Local Planning Authority. The waste management and servicing of the development shall thereafter be carried out in accordance with the approved details.

Reason: to ensure that the development is satisfactorily serviced and 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 DM15 of the Development Management DPD 2015.

- 08** The development shall not be occupied until details of the secure, covered cycle parking spaces to serve the residential development and cycle parking spaces to serve the retail/commercial unit have been submitted to and agreed in writing by the Local Planning Authority. The approved scheme shall be implemented prior to first occupation and shall be retained thereafter.

Reason: To ensure that adequate cycle parking is provided and retained to serve the development in accordance with Policies CP3 of the Core Strategy DPD1 and Policy DM15 of the Development Management DPD 2015.

- 09** No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide, amongst other things, for:
- i) the parking of vehicles of site operatives and visitors**
 - ii) loading and unloading of plant and materials**
 - iii) storage of plant and materials used in constructing the development**
 - iv) the erection and maintenance of security hoarding**
 - v) measures to control the emission of dust and dirt during construction**
 - vi) a scheme for recycling/disposing of waste resulting from demolition and construction works that does not allow for the burning of waste on site.**

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 DPD1 with CP4 of the Core Strategy DPD1 and Policy DM1 of the Development Management DPD 2015.

- 10** Before the retail use hereby permitted begins, a scheme for the installation of equipment to control the emission of fumes and smell from the premises shall be submitted to and approved in writing by the Local Planning Authority. The scheme as approved shall be implemented. All equipment installed as part of the scheme shall thereafter be operated and maintained in accordance with the manufacturer's instructions.

Reason: In order to protect the amenities of occupiers of the development surrounding occupiers and to protect the character and visual amenities of the area in accordance with policies Policies KP2 and CP4 of the Core Strategy DPD1 and Policies DM1 and DM3 of the Development Management DPD 2015.

- 11** With reference to BS4142, the noise rating level arising from all plant and extraction/ventilation equipment should be at least 5dB(A) below the prevailing background at 3.5 metres from ground floor façades and 1 metre from all other façades of the nearest noise sensitive property with no tonal or impulsive character.

Reason: In order to protect the amenities of occupiers of the development surrounding occupiers and to protect the character and visual amenities of the area in accordance with policies Policies KP2 and CP4 of the Core Strategy DPD1 and Policies DM1 and DM3 of the Development Management DPD 2015.

- 12** The retail use hereby permitted shall not be open to customers outside the following times: 07:00 to 23:00 hours.

Reason: In order to protect the amenities of occupiers of the development surrounding occupiers and to protect the character and amenities of the area in accordance with policies Policies KP2 and CP4 of the Core Strategy DPD1 and Policies DM1 and DM3 of the Development Management DPD 2015.

- 13 No deliveries or refuse collection shall be taken at or despatched from the retail unit outside the hours of 07:00-19:00hours Mondays to Fridays and 08:00-13:00hours on Saturdays nor at any time on Sundays, Bank or Public Holidays.**

Reason: In order to protect the amenities of occupiers of the development surrounding occupiers and to protect the character and amenities of the area in accordance with policies Policies KP2 and CP4 of the Core Strategy DPD1 and Policies DM1 and DM3 of the Development Management DPD 2015.

- 14 Other than the demolition, grubbing up of foundations and site clearance, no development shall take place until a site investigation of the nature and extent of contamination has been carried out in accordance with a methodology which has previously been submitted to and approved in writing by the local planning authority. The results of the site investigation shall be made available to the local planning authority before any construction begins. If any contamination is found during the site investigation, a report specifying the measures to be taken to remediate the site to render it suitable for the development hereby permitted shall be submitted to and approved in writing by the local planning authority. The site shall be remediated in accordance with the approved measures before development begins.**

If, during the course of development, any contamination is found which has not been identified in the site investigation, additional measures for the remediation of this source of contamination shall be submitted to and approved in writing by the local planning authority. The remediation of the site shall incorporate the approved additional measures.

Reason: To ensure that any contamination on the site is identified and treated so that it does not harm anyone who uses the site in the future, and to ensure that the development does not cause pollution to Controlled Waters in accordance with DPD1 (Core Strategy) 2007 policy KP2 and Policies DM1 and DM14 of the Development Management DPD 2015.

15 No development shall take place until details of the implementation, maintenance and management of a scheme for surface water drainage works have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

i) An investigation of the feasibility of infiltration SUDS as the preferred approach to establish if the principles of any infiltration based surface water drainage strategy are achievable across the site, based on ground conditions. Infiltration or soakaway tests should be provided which fully adhere to BRE365 guidance to demonstrate this. Infiltration features should be included where infiltration rates allow;

ii) Drainage plans and drawings showing the proposed locations and dimensions of all aspects of the proposed surface water management scheme. The submitted plans should demonstrate the proposed drainage layout will perform as intended based on the topography of the site and the location of the proposed surface water management features;

iii) a timetable for its implementation; and

vii) a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason: To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site for the lifetime of the development and to prevent environmental and amenity problems arising from flooding in accordance with Policy KP2 and CP4 of the Core Strategy 2007 and area in accordance with policies KP2 and CP4 of the Core Strategy DPD1 and Policy DM2 of the Development Management DPD 2015.

16 Details of any external lighting shall be submitted to and approved in writing by the local planning authority before the retail use hereby permitted begins and residential apartments are occupied. Development shall be carried out in accordance with the approved details. No additional external lighting shall be installed on the building without the consent of the Local Planning Authority.

Reason: In the interest of the visual amenities and character of the area, and to protect the amenities of surrounding occupiers in accordance with policies Policies KP2 and CP4 of the Core Strategy DPD1 and with CP4 of the Core Strategy DPD1 and Policies DM1 of the Development Management DPD 2015.

- 17** No construction works above the level of the floor slab shall take place until a scheme for protecting the proposed dwellings from noise from road traffic has been submitted to and approved in writing by the Local Planning Authority. The details shall include the insulation scheme including predicted internal Lmax and LAeq levels for the noise sources identified in the noise assessment. Glazing and ventilation shall be selected with relevant acoustic properties as outlined in the Noise Assessment dated 18 December 2014. The agreed noise prevention measures will be installed prior to first occupation of the dwellings and retained at all times thereafter.

Reason: In order to protect the amenities of future residents in accordance with policies KP2 and CP4 of the Core Strategy DPD1 and Policies DM1 and DM3 of the Development Management DPD 2015.

- 18** Demolition or construction works shall not take place outside 07:30hours to 18:00hours Mondays to Fridays and 08:00hours to 13:00hours on Saturdays nor at any time on Sundays or Bank Holidays.

Reason: In order to protect the amenities of occupiers of the development surrounding occupiers and to protect the character the area in accordance with policies Policies KP2 and CP4 of the Core Strategy DPD1 and Policies DM1 and DM3 of the Development Management DPD 2015.

- 19** A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, shall be submitted to and approved by the local planning authority prior to the occupation of the development. The landscape management plan shall be carried out as approved.

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 DPD1 and Policy DM1 of the Development Management DPD 2015.

- 20** No construction works above the level of the floor slab shall take place until details of the proposed Photovoltaic cells set out in the submitted Energy and Sustainability Statement by Fusion 13 have been submitted to and approved in writing by the Local Planning Authority. The scheme as approved shall be implemented and brought into use on first occupation of the development.

Reason: To ensure the development maximises the use of renewable and recycled energy, water and other resources, in accordance with Policy KP2 of the Core Strategy DPD1 and Policy DM2 of the Development Management DPD 2015.

- 21** Prior to the installation of any shopfront, the details of the design, materials, glazing, doors, shutters, signage and lighting shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and retained thereafter.

Reason: In order to protect the character and visual amenities of the area in accordance with policies KP2 and CP4 of the Core Strategy DPD1 and Policy DM1 of the Development Management DPD 2015.

- 22 Notwithstanding the provisions of the Town and Country Planning (Control of Advertisements) Regulations 2007, or any order revoking and re-enacting that Order with or without modification, no advertisement shall be displayed on the building without the prior written consent of the Local Planning Authority.**

Reason: In the interest of the visual amenities of the area in accordance with policies KP2 and CP4 of the Core Strategy DPD1 and Policy DM1 and DM13 of the Development Management DPD 2015.

- 23 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking, re-enacting or modifying that Order), no structures such as canopies, fences, loggias, trellises or satellite or radio antennae shall be installed within the development or on the buildings unless otherwise agreed in writing by the Local Planning Authority.**

Reason: In order to protect the character and visual amenities of the development and surrounding area in accordance with policies KP2 and CP4 of the Core Strategy DPD1 and Policy DM1 of the Development Management DPD 2015.

- 24 The commercial floorspace hereby approved shall be used for A1 retail only and for no other purpose including any within Classes A, C3 or D1 of the Town and Country Planning (Use Classes) Order 1987 as amended (or any statutory modification or re-enactment or replacement thereof (as the case may be) for the time being in force).**

Reason: In order to protect the amenities of occupiers of the development surrounding occupiers and to protect the character and amenities of the area in accordance with Policies KP2 and CP4 of the Core Strategy DPD1 and Policies DM1 and DM3 of the Development Management DPD 2015.

- 25 No demolition shall take place until a Method statement (including details for protection of existing trees) and no works above the level of the floor slab shall take place until details of the Method Statements in relation to, Tree Protection and Tree Works have been submitted to approved by the Local Planning Authority and the development shall be carried in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.**

Reason In the interests of amenity, to protect existing trees and to ensure a satisfactory standard of landscaping pursuant to Policy CP4 of the Core Strategy DPD1 Policy DM1 of the Development Management DPD 2015

- 26** No construction works above the level of the floor slab shall take place until details of the new accesses, removal of the existing redundant crossovers and street furniture, loading bays, on street car parking spaces and public realm improvements (new street furniture and paving to the front of the site) as shown on plan ref 200 P4 have been submitted to Southend Borough Council (as local planning authority and highway authority) and the Council has approved in writing a full scheme of works and the relevant highways approvals are in place. The development shall be carried out in accordance with the approved details and retained thereafter.

Reason: In the interests of sustainability, accessibility, highways management, efficiency and safety in accordance DPD1 (Core Strategy) 2007 policy KP2, KP3 and CP3, Policy DM1 and DM15 of the Development Management DPD 2015.

Informatives

- 1** The applicant is reminded that this permission does not bestow compliance with other regulatory frameworks. In particular your attention is drawn to the statutory nuisance provisions within the Environmental Protection Act 1990 (as amended) and also to the relevant sections of the Control of Pollution Act 1974. The provisions apply to the construction phase and not solely to the operation of the completed development. Contact 01702 215005 for more information.
- 2** For further guidance on the control of odour and noise from ventilation systems you are advised to have regard to – Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems published by DEFRA. This can be downloaded free from www.DEFRA.Gov.UK
- 3** The applicant is reminded that this permission does not bestow compliance with the Licensing Act 2003. Applicants should contact the Council's Licensing Team for more advice on 01702 215005.
- 4.** Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.

- 5. An application to discharge trade effluent must be made to Anglian Water and must have been obtained before any discharge of trade effluent can be made to the public sewer. Anglian Water recommends that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of such facilities could result in pollution of the local watercourse and may constitute an offence. Anglian Water also recommends the installation of a properly maintained fat traps on all catering establishments. Failure to do so may result in this and other properties suffering blocked drains, sewage flooding and consequential environmental and amenity impact and may also constitute an offence under section 111 of the Water Industry Act 1991.**
- 6 There is clear evidence that the installation of Automatic Water Suppression Systems (AWSS) can be effective in the rapid suppression of fires. Essex County Fire and Rescue Service (ECFRS) therefore uses every occasion to urge building owners and developers to consider the installation of AWSS. ECFRS are ideally placed to promote a better understanding of how fire protection measures can reduce the risk of life, business continuity and limit the impact of fire on the environment and local economy. Even where not required under Building Regulation's guidance, ECFRS would strongly recommend a risk base approach to the inclusion of AWSS, which can substantially reduce the risk to life and of property loss. We would also encourage developers to use them to allow design freedom, where it can be demonstrated that there is an equivalent level of safety and that the functional requirements of the regulations are met.**
- 7 The applicant is reminded that additional water supplies for fire fighting may be necessary for this development. The applicant is urged to contact the Water Technical Officer at Service Headquarters tel 01376 576342**
- 8 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.**
- 9 In relation to Condition 26; you are advised to contact Highways Engineer – Martin Warren; (Tel: 01702 215003) to discuss the requisite Highways Licence/Agreements under the Highways Act 1980. You are advised that a Highways Licence/Agreement needs to be in place before any works are carried out to the public highway and any works to public transport infrastructure (e.g. bus stops) will need to be carried out by a Council approved contractor.**

c) In the event that the planning obligation referred to in part (a) above has not been completed by 22nd December 2016 the Head of planning and Transport or Group Manager (Planning & Building Control) be authorised to refuse planning permission for the application on the grounds that the development will not :- i) provide for improvements to the public highway and the public realm within the vicinity of the site; ii) provide an effective means of enforcing/delivering a Travel Plan; iii) provide for a satisfactory provision of public art and iv) provide for a satisfactory method of servicing the development vi) provide for affordable housing. As such, the proposal would not make a satisfactory contribution towards the quality of the built environment within the vicinity of the site, would traffic congestion and be to the detriment of highway safety and is likely to place increased pressure on public services and infrastructure to the detriment of the general amenities of the area, contrary to Policies KP2, KP3, CP3, CP4 and CP6 of the Core Strategy, Policies DM1, DM3, DM7, and DM15 of the Development Management DPD 2015.

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.