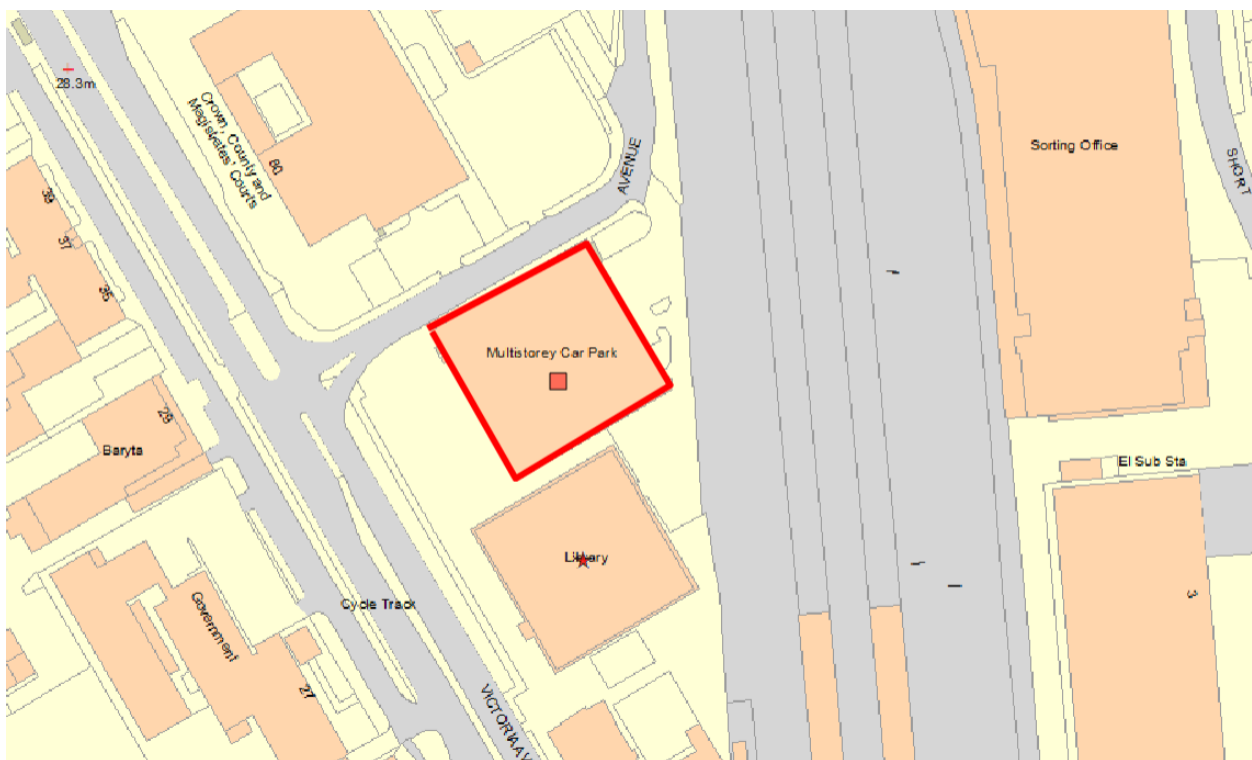


Reference:	17/00562/BC3M	
Ward:	Victoria	
Proposal:	Demolish existing car park and erect multi storey car park	
Address:	Multi-Storey Car Park, Victoria Avenue, Southend-On-Sea, Essex, SS2 6EX	
Applicant:	Alan Richards	
Agent:	Michelle Fishlock	
Consultation Expiry:	28 th March 2017	
Expiry Date:	3 rd August 2017	
Case Officer:	Anna Tastsoglou	
Plan Nos:	1440/P/100; 1440/P/101B; 1440/P/102 A; 1440/P/103 A; 1440/P/104 A; 1440/P/106 & Existing and Proposed Streetscene	
Recommendation:	GRANT PLANNING PERMISSION	



Supplementary Report

- I. *This application was deferred from the Development Control Meeting of 5th July 2017 to allow the applicant to provide justification for the amount of parking spaces provided for disabled persons, confirmation regarding the balustrade/fencing height at the top floor of the proposed car park and details of the ability of the car park to accommodate larger vehicles.*
- II. *Following the Development Control Meeting on 5th July 2017, although the development plan is silent in terms of disabled parking provision, amended plans have been submitted increasing the number of disabled parking spaces within the proposed multi-storey car park from 5 to 13 at ground floor level. It has been confirmed that 13 disabled parking spaces is the maximum capacity that can be accommodated without resulting in costly amendments to boundaries, lifts and refuge areas which would reduce overall capacity. Given that at present no disabled parking spaces are provided at the existing car parks (Library car park and Civic Centre East car park) related to this scheme and taking into account the silence of planning policy on this issue, the increase in disabled parking spaces by 8 is welcomed and the proposal is found to be acceptable and fully compliant with development plan policy in this regard.*
- III. *Following the deferral of the application, a survey has been conducted by the applicant to identify the amount of disabled parking spaces at the existing car parks within the immediate area of the site. The following evidence has been submitted:*
 - *8 disabled bays serving the Civic Centre (north car park)*
 - *3 disabled bays serving the museum*
 - *1 disabled bay is provided within the police station car park*

Notwithstanding the above conclusions, it is considered that a reasonable amount of parking spaces for disabled people would be provided within the immediate area (a total of 25 disabled parking spaces) as proposed. It is also noted that the ratio provided in the proposed multi-storey car park is higher than any other comparable car park in Southend. It has been confirmed that the usage of the parking spaces is monitored by the Parking Team of the Council and adjusted to suit car park needs and local demand. Therefore, in case of a change in demand for disabled parking spaces, the amount provided within the proposed car park could be adjusted to accord with that demand.

- IV. *The proposed increase in parking spaces for disabled persons would result in a reduction of a total of 3 parking spaces provided in the proposed car park, resulting in a total of 331 parking spaces. However, as discussed within the main report, the proposal was previously resulting in an additional 10 parking spaces from the number of parking spaces available at the existing car parks. Following the amendments to incorporate additional disabled parking, the number of parking spaces has been reduced; however, it would still be above the amount of parking spaces currently provided (7 additional parking spaces). Therefore, no objection is raised regarding the capacity of the proposed car park, either in its own right or in respect of the car parks it may replace in due course.*

- V. *Regarding the balustrade of the top open floor, it has been confirmed that, a 1.1m high concrete parapet upstand with a handrail fixed to the top of the upstand would be installed, which is of a sufficient and acceptable height in terms of safety. It would also accord with the building regulation requirements.*
- VI. *With regard to the internal floor to ceiling heights, it has been confirmed that the lower ground and the ground floor level would have a height of 2.6m. All other floors would be 2.45m high. Therefore, a MPV (multi-purpose vehicle) type of vehicle would be able to have access to the new car park. It has also been confirmed that, there would be a height restriction set at the entrance and exit to stop any large commercial type vehicles gaining access to car park. This arrangement of the floor to ceiling height is considered acceptable.*
- VII. *During the course of the application, the colour and positioning of the proposed external finishes has been marginally amended. It has been confirmed that the marginal drop of the panels (200mm) was due to the development of the technical design and the construction sequence required for the frame. This is necessary in order to achieve a secure fixing for the panels and it is considered acceptable. No objection is raised to the proposed new colours of the panels, given that they draw reference from the colours of the materials in the surrounding area (including the external pavements, Court House cladding and the Beecroft).*
- VIII. *It is noted that Condition 2 has been amended to include the revised plans, showing the additional disabled parking bays and amendments to the external elevations.*

1 The Proposal

- 1.1 The application seeks permission to demolish the existing car park and erect a multi-storey car park, with variations to height levels and a maximum of five floors including a partial basement level.
- 1.2 The proposed car park would have a footprint of approximately 231sqm. It would measure a maximum of 66.7m deep x 42m wide and it would have a maximum height of 17.6m. The proposed car park is sited forward of the existing structure and would result in the loss of existing raised planters. The three existing mature trees would be retained.
- 1.3 The proposed car park would accommodate 334 car parking spaces (including 5 disabled parking spaces) and it would incorporate three stair and lift towers which would also provide a fire exits.
- 1.4 A number of alterations are proposed to the highways layout to the rear of the application site to form a wider entrance and exit to the car park. The existing service road will be widened to accommodate two-way traffic. From the service road, vehicular access and egress is via the ground floor level, with internal circulation roads and ramps providing access to other parking levels

- 1.5 The building would be finished in concrete panels with powder coated metal coloured panels hung on the concrete frames. Windows and louvres of varying colours would be installed to the concrete towers and signage, containing the words 'Car Park' would be installed on west, north and south elevations.
- 1.6 The car park would have a dual use for Council staff (mainly on weekdays) and general public and it would operate 24 hours, 7 days a week.
- 1.7 The design would incorporate passive ventilation, with open sides to all four elevations.

2 Site and Surroundings

- 2.1 The site is located on the corner of the junction of Victoria Avenue to the west and Great Eastern Avenue to the north and it is occupied by a single storey car park building with basement. The building is located within Southend Central Area as well as within and Victoria Gateway opportunity site within the SCAAP. The existing building is finished in concrete panels, which match the design and appearance of the Beecroft Gallery to the south. To the front of the car park, the highway is partially hard surfaced, finished in a variation of paving materials. Raised planters with low key vegetation are sited immediately adjacent to the front of the building together with three mature trees (a copper beech and two acers).
- 2.2 Immediately adjacent to the south of the application site is located the Beecroft Gallery, a part three, part four storey building, which typical of 1960/70s architecture and similar to the majority of the buildings in the surrounding area. The building has a glazed ground and first floor, a third floor finished in concrete panels and a copper finished plant room. To the north is sited the Magistrates Court, a part two, part three storey building with a slate feature on the top floor. The buildings surrounding the site are of a similar, simple style, typical of 1960s/70s civic architecture. A number were constructed as part of the wider redevelopment of Victoria Avenue as a centre for civic activities. To the rear of the site runs the London to Liverpool Street railway line.
- 2.3 The car park is accessed via Great Eastern Avenue. It is noted improvement works to enlarge the width of the road and also allow right into Victoria Avenue recently took place at the junction of Great Eastern Avenue and Victoria Avenue.

3 Planning Considerations

- 3.1 The key considerations in relation to this application are the principle of the development, design and impact on the character of the area, any traffic and transport issues, impact on residential amenity and street trees.

4 Appraisal

Principle of Development

NPPF; DPD 1 (Core Strategy) Policies KP1, KP2, CP3 and CP4; Development Management DPD Policies DM1; DM3 and DM15; Emerging Southend Central Area Action Plan (November 2016) Policies PA8 & DS5.

- 4.1 The site is currently occupied by a car park and the proposal is to replace it with a new, larger, car park with a greater capacity and larger bays to better accommodate modern (SUV) vehicles. The proposed car park would provide 334 car parking spaces, which is equivalent to the number of parking spaces available at the existing car park on the application site together with those provided within the car park to the rear of the Civic Centre, plus an additional 10 spaces.
- 4.2 Within the emerging SCAAP the site is located within the Victoria Gateway Neighbourhood to which Policy PA8 applies. PA8 states:
- “The Council, through its role in determining planning applications and other initiatives, will (inter alia):*
- “look favourably on high quality developments and schemes which can demonstrate that they will contribute to the transformation of this area into a vibrant community, which is integrated with the surrounding neighbourhood and set within a remodelled built form of a quality that befits this key gateway to the Town Centre. ”*
- 4.3 Policy DS5 of the emerging SCAAP states that (inter alia):
- “2. In order to support the vitality and viability of the SCAAP area the Council will:*
- a. Maintain parking capacity* within Southend Central Area at a level that supports vitality and viability and does not undermine the Central Area’s ability to accommodate visitor trips, whilst enabling the delivery of relevant opportunity sites;*
- b. Ensure that there is no net loss in car parking to the south of the Southend Central Area;”*
- 4.4 The proposed development would increase existing parking capacity. As noted above, the proposed car park would have dual use, providing some parking spaces for the Council staff during week days concurrently with spaces available to public and at the weekend would be mainly for public use. The development could potentially free up the existing car park to the rear of the Civic Centre to be reused for future development, thus facilitating further regeneration within the Victoria Gateway. For these reasons, it is considered that the proposed development would be acceptable in principle and it would accord with the objectives of development plan policies.
- 4.5 Other material planning considerations are discussed below.

Design and Impact on the Character of the Area:

NPPF; DPD 1 (Core Strategy) Policies KP2 and CP4; Development Management DPD Policies DM1 and DM3.

- 4.6 It should be noted that good design is a fundamental requirement of new development to achieve high quality living environments. Its importance is reflected in the NPPF, in the Policies KP2 and CP4 of the Core Strategy and also in Policy DM1 of the Development Management DPD. The Design and Townscape Guide (SPD1) also states that *“the Borough Council is committed to good design and will seek to create attractive, high-quality living environments.”*
- 4.7 Paragraph 56 of the NPPF states that *“good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.”*
- 4.8 Policy DM1 of the Development Management DPD states that all development should inter alia *“add to the overall quality of the area and respect the character of the site, its local context and surroundings in terms of its architectural approach, height, size, scale, form, massing, density, layout, proportions, materials, townscape and/or landscape setting, use, and detailed design features....”*
- 4.9 Policy DM3 also states that:
- “The Council will seek to support development that is well designed and that seeks to optimise the use of land in a sustainable manner that responds positively to local context and does not lead to over-intensification, which would result in undue stress on local services, and infrastructure, including transport capacity.”*
- 4.10 According to Policy KP2 of Core Strategy (CS) new development should *“respect the character and scale of the existing neighbourhood where appropriate”*. Policy CP4 of CS requires that development proposals should *“maintain and enhance the amenities, appeal and character of residential areas, securing good relationships with existing development, and respecting the scale and nature of that development”*.
- 4.11 The proposal is to replace the existing car park with a significantly larger car park. However, the mass of the building would be broken up by the stepped configuration and the variation of the floor levels. Although the proposed building would be sited forward the existing car park, it would still be set back behind the front elevation of the Beecroft Gallery and its overall height would be set lower than Beecroft. As such, a level of subservience would be maintained. It is also considered that the proposed stair and lift towers would identify the pedestrian entrances and they would add a vertical emphasis to the otherwise mainly horizontal building. Thus the siting and scale of the building is considered to be acceptable.
- 4.12 In terms of the detailed design, it is considered that the gaps between the proposed coloured panels and their informal arrangement would add articulation and architectural merit to the building. The offset arrangement of the panels references the horizontal lines and the vertical detailing draws reference from the adjacent Beecroft building. Overall it is considered that, subject to good quality materials the proposed development would have an acceptable scale and design, which would not appear visually obtrusive, dominant or harmful in the streetscene.

It would also have a character and appearance which would blend with the character of the built form in the surrounding area.

- 4.13 The existing car park is finished in vertical concrete panels, which draw reference from the finishing materials and design of the adjacent building to the south. This material would be retained to the stair towers and this would be in keeping with the building in the wider area. Furthermore, no objection is raised to a more contemporary design and material, in this location and for this particular use. However, in order to ensure good quality design as dictated by the National Planning Policy Framework, the details of the proposed materials is considered necessary to be agreed by condition.
- 4.14 Following discussion, minor amendments have been incorporated to the development, including the alignment of the windows and louvres to the all stair towers with the concrete panels. These are considered beneficial to the scheme, as they would add consistency and architectural interest.
- 4.15 Although it is regrettable to see the existing planters to front of the building being removed, on balance, taking into consideration the limited significance of the species in those planters and the fact the three large mature trees (a beech and the two established Acer trees) to the front of the building would be retained, no objection is raised in terms of the lack of street soft landscaping. The three mature trees of high amenity value and it is positive that they will be retained. A condition will be imposed in that respect to ensure that they are protected during construction works.

Traffic and Transport Issues

NPPF; DPD 1 (Core Strategy) Policies CP3; Development Management DPD Policy DM15; Emerging Southend Central Area Action Plan (November 2016) Policy DS5.

Impact on parking availability

- 4.16 The proposal would replace the existing two storey car park with a larger multi storey car park. there is a possibility that the proposed car park would be used as a replacement for both the existing Library/Beecroft car park and the Civic Centre East car park together. The proposal would result in the creation of 334 car parking spaces, which would be 10 more than the existing combined car parks. However any subsequent applications would need to be considered on their individual planning merits.
- 4.17 The basement of the existing car park is used for Council staff during the weekdays, while in the ground floor is open to the public throughout the week. The proposed multi storey car park would be flexible in terms of its usage, reserving some parking spaces for staff during the weekdays, but which will be available to public at weekends, while a number of spaces would be permanently reserved for the public only.
- 4.18 The proposed car park would operate 24 hours a day, seven days a week, it would be chargeable and cashless (payments would be though SMS texts).

- 4.19 It is therefore considered that proposed replacement car park would be acceptable in terms of its parking provision and means of operation.

Trip generation and impact on the highway network

- 4.20 The applicant has submitted a transport statement assessing the impacts of the proposed development on the highway network. A comparison is made between the existing trips generated by the two car parks (Library car park and Civic Centre East car park) and those that would be generated by the proposed multi-storey car park, resulting in a net increase of seven trips generated during peak hours, which equates to one additional vehicle every nine minutes on average. This is considered to be an insignificant increase to the number of trips generated in total (more than 200) and thus, no objection is raised in that respect.
- 4.21 At present, all trips to the existing Beecroft car park (and the Civic Centre East car park) arrive via the Victoria Avenue/Great Eastern Avenue junction and they will continue to arrive from the same junction after the implementation of the proposal. Therefore, it is considered that there would be no or very minor change, based on the additional trips on the local highway.
- 4.22 Great Eastern Avenue is one-way road and as such, departures from the Civic Centre East car park currently exit onto Carnarvon Road. Should this site be redeveloped, these trips would be diverted to the Victoria Avenue/Great Eastern Avenue junction. Road improvements were recently undertaken on this junction, as noted above, and VISSIM Modelling Assessment Report shows that at present the junction operates well within capacity during the AM and PM peak hours and modelling demonstrates this is unlikely to be affected by the local reassignment of departing cars from the redeveloped car park. The Transport Statement explains that there will be a time when both the Civic Centre East public car park and the redeveloped exiting Library car park will be operate together. However, staff parking permit allocation will remain the same with no increase in permits issued, therefore the actual number of vehicle trips to the new car park is unlikely to rise. Therefore, it is not considered that this vehicle diversion onto Great Eastern Avenue and then Victoria Avenue would result in a harmful impact on the highway network. Both as a standalone development and when considered alongside potential redevelopments on the wider area the proposal is found to be acceptable in terms of its highways impacts.

Impact on Amenity

NPPF; DPD 1 (Core Strategy) Policies KP2 and CP4; Development Management DPD Policy DM1, DM2 and DM3; SPD 1 (Design & Townscape Guide (2009))

- 4.23 The Design and Townscape Guide (SPD1) states that *“extensions must respect the amenity of neighbouring buildings and ensure not to adversely affect light, outlook or privacy of the habitable rooms in adjacent properties.”* (Paragraph 343 - Alterations and Additions to Existing Residential Buildings). Policy DM1 of the Development Management DPD requires all development to be appropriate in its setting by respecting neighbouring development and existing residential amenities *“having regard to privacy, overlooking, outlook, noise and disturbance, sense of enclosure/overbearing relationship, pollution, daylight and sunlight.”*

- 4.24 The application site is located with a mainly office/commercial/leisure area. The nearest residential properties would be located on the Baryta House, when the conversion of the building would be completed and the building be occupied. The property is located approximately 55m away from the application site and therefore, it is not considered that the proposed development would have any adverse impact on the residential amenity of nearby occupants, by way of overshadowing, domination, sense of enclosure or overlooking.
- 4.25 It is noted that there are offices adjacent to the site, which would be affected by the development. The car park has been designed so that the lowest part of the new building is located adjacent to these offices, thus allowing adequate light to these offices and preventing the structure becoming overbearing.
- 4.26 The development would increase vehicle movement and associated noise and disturbance, however given the siting of the car park adjacent to a busy, noisy dual carriageway and within a commercial area, it is not considered that the resulting impact will be materially harmful to surrounding occupiers.

Impact on the Street Trees

- 4.27 The application is accompanied by an Arboricultural report, demonstrating that the mature tree to the front of the site will not be harmed by the forward siting of the proposed car park. Although the development would regrettably result in the removal of the existing planters to the front of the existing car park, the trees within these planters that would be affected are small apple and pear trees, which are not of high amenity value. A preliminary Arboricultural Impact Assessment has been submitted suggesting that protective fencing to prevent the crowns of the retained Acer trees from being damaged as well maintaining the root protection areas should be installed during construction. As category "A" trees protection is essential for the Root Protection Areas and the crowns of the trees to prevent any damage from work vehicles or activities. This will ensure continued amenity contribution of these trees in the future. Therefore, on balance, the impacts caused to the street stress would be acceptable. The protection of the existing trees and would be ensured by condition.

Renewables

- 4.28 The materials used within the development will be recyclable and the proposal will reuse the existing structure as far as possible, but no renewable forms of energy generation are proposed. Given that the proposal is an unheated and naturally ventilated, that the proposed lighting will be low energy and that there is no roof to the structure on which to site, for example PV's , it is considered in this instance, it would be unreasonable to require the development to comply with policy KP2 in this respect as the amount of energy generated by renewables would be low and difficult to integrate into the design.

Community Infrastructure Levy

CIL Charging Schedule 2015

- 4.29 This application is CIL liable and there will be a CIL charge payable. In accordance with Section 70 of the Town and Country Planning Act 1990 (as amended by Section 143 of the Localism Act 2011) and Section 155 of the Housing and Planning Act 2016, CIL is being reported as a material 'local finance consideration' for the purpose of planning decisions. The proposed development will result in a net increase in gross internal area of 6,695 sqm (taking into account any deductions for existing 'in-use' floorspace that is being retained/demolished), which may equate to approximately £ 73,645 (subject to confirmation).

5 Conclusion

- 5.1 Having taken all material planning considerations into account, it is found that subject to compliance with the attached conditions, the proposed development would be acceptable and compliant with the objectives of the relevant development plan policies and guidance. The proposal would help regenerate this part of the Victoria Gateway, it would have an acceptable impact on the amenities of neighbouring occupiers and the character and appearance of the application site, the streetscene and the locality more widely. The development would increase and improve parking provision and the traffic generation resulting from the development has an acceptable impact on the existing highway. This application is therefore recommended for approval subject to conditions.

6 Planning Policy Summary

- 6.1 The National Planning Policy Framework (2012) : Section 4 (Promoting sustainable transport) and 7 (Requiring Good design)
- 6.2 Development Plan Document 1: Core Strategy Policies KP1 (Spatial Strategy), KP2 (Development Principles), CP3 (Transport and Accessibility) and CP4 (Environment & Urban Renaissance)
- 6.3 Development Management DPD 2015: DM1 (Design Quality), DM2 (Low Carbon Development and Efficient Use of Resources), DM3 (Efficient and Effective Use of Land) and DM15 (Sustainable Transport Management)
- 6.4 Supplementary Planning Document 1: Design & Townscape Guide (2009)
- 6.5 Emerging Southend Central Area Action Plan (November 2016): Policies PA8 & DS5.
- 6.6 CIL Charging Schedule 2015

7 Representation Summary

Design and Regeneration

- 7.1 The proposal seeks to replace the existing multi storey car park with a larger multi storey car park. The replacement car park is significantly larger than the existing facility however it has been designed with a stepped configuration and recessed building line to reduce its impact and bulk in the streetscene and to provide a subservient relationship to the adjacent Beecroft gallery. The stair towers to the front also help to break up the massing and make the building legible by clearly identifying the entrance in the streetscene. Vertical emphasis The lightness, gaps and articulation of the cladding and its informal pattern will also help to break up the form and the offset arrangement of the panels references the horizontal lines and the vertical detailing of the adjacent building and this seems to work well in this context. Overall this approach is considered to be well designed and detailed and has provided an acceptable scale transition to the neighbouring buildings which should ensure that it does not appear over scaled or dominate the streetscene.

The existing car park is constructed and clad in concrete to relate to the Beecroft. This has been followed through in the new proposal and should ensure that it sits well in the streetscene which includes building faced in concrete and stone. The quality and detailing of the cladding will also be important in ensuring that this proposal has a positive impact on the streetscene and details of this should be requested or conditioned including materials, colour and finish and a cross section showing how it will be fitted to the building. Details of the other external materials will also need to be conditioned including windows, doors, louvers/grilles, pcc bars and panels along with details of signage and lighting.

It is noted that some planters are to be removed to facilitate the enlargement which is regrettable but it is pleasing to see that the proposal has been amended since pre app to ensure that all the 3 large category A trees to the front can be retained as these are a key aspect of the character of Victoria Avenue. It will be important to ensure that they are well protected during development and specific tree protection measures should therefore be requested / conditioned.

The statement comments that the proposed materials will be recyclable and that the proposal will reuse the existing structure as far as possible but no renewables are proposed.

Given that the proposal is an unheated and naturally ventilated, that the proposed lighting will be low energy and that there is no roof to the structure it is considered in this instance a case can be made for no renewables as the amount required would be low and difficult to integrate into the design.

Traffic and Highways

- 7.2 There are no highway objections to this proposal rationalising 2 existing car parks to provide 1 car park with 334 spaces and increase of 10 spaces will not have a detrimental impact on the public highway. Additional information has been provided within the Transport Statement (TS) to support this conclusion.

The TS has covered the following details which were requested by SBC Planning:

- Existing baseline conditions relating to transport;
- The development proposals and access arrangements;
- A trip generation assessment;
- Highways assignment and impact analysis;

The TS explains that the redevelopment of the Victoria Avenue Beecroft car park will replace the existing Victoria Avenue car park (Beecroft) and the Civic Centre East car park. Overall there will be a small increase of 10 parking spaces provided and therefore in the site will provide a total of 334 car parking spaces.

4.15 states 'Staff motorcycle parking is also provided at the Civic Centre. No spaces are marked out for motorcycle parking within the car park, however should demand for motorcycle parking increase, then the car park can be easily reconfigured in future to accommodate motorcycles.' There needs to be an explanation of how this is to be monitored.

There is no mention of electric vehicle (EV) charging posts and how many EV spaces will be provided. DM15 of Southend's Development Management DPD encourages all new developments to include provision for electric vehicles.

The TS explains that there will be a time when both the Civic Centre East public car park and the redeveloped Victoria Avenue Beecroft car park will be open together, the Council will have to manage staff permit allocation to ensure the number of permits issued do not increase, which in turn would increase trips.

The TS shows the net trips during the peak equate to an extra 7 vehicles on the network, one additional vehicle every nine minutes on average. There is a re-allocation of trips exiting the car park, instead of exiting onto Carnarvon Road from the Civic Centre East car park those vehicles will be exiting onto Great Eastern and then onto Victoria Avenue. Recently the junction of Victoria Avenue/Great Eastern has been upgraded to include a right turn out of Great Eastern onto Victoria Avenue. The junction with this right turn has been modelled with VISSIM and has taken into account the traffic re-allocation from this re-development and shows that the Victoria Avenue/Great Eastern Avenue junction operates within capacity during the AM and PM peaks.

The TS describes that access improvements are proposed as part of the scheme, including enhanced access layouts and localised kerb line remodelling.

These access improvements and kerb line remodelling need to be conditioned for the development to go ahead.

As long as the proposed works are undertaken that are included in the TS and those mentioned above, then the TS demonstrates that on transport terms the re-development of the Victoria Avenue Beecroft car park is acceptable.

Parks

- 7.3 Five trees in the vicinity of the car park will be affected by this development, see appendix 3. The small apple and pear trees have been identified for removal. The large copper beech and the two established Acer trees set in the public footway are to be retained and as A category trees protection is essential for the Root Protection Areas and the crowns of the trees to prevent any damage from work vehicles or activities. This will ensure continued amenity contribution of these trees in the future.

Trees removed as part of this project should be replaced on a two for one basis. It is recommended that any trees lost as part of this project are replaced by two 'heavy standard' sized specimens. Ideally it should be left to the local authority's own Arboricultural section to arrange and carry out this replacement planting.

Environmental Protection

- 7.4 During the construction phase noise issues may arise which could lead to the hours of work being restricted.

Structural Engineer

- 7.5 No comments received.

Town Centre Manager

- 7.6 No comments received.

Regulatory Services

- 7.7 No comments received.

Asset Management

- 7.8 No comments received.

Essex County Fire and Rescue

- 7.9 *Access*

Access for Fire Service purposes has been considered in accordance with the Essex Act 1987- Section 13 and will be considered acceptable subject to satisfactory compliance with Building Regulations B5.

Building regulations

Local Authority Building Control will consult with the Fire Authority in accordance with 'Building Regulations and Fire Safety – Procedural Guidance'.

Sprinkler Systems

Even where not required under Building Regulations guidance, ECFRS would strongly recommend a risk based approach to inclusion of AWSS, which can substantially reduce the risk to life and of property loss. We also encourage developers to use them to allow freedoms, where it can be demonstrated that there is an equivalent level of safety and that the functional requirements of the Regulations are met.

Public Notification

- 7.10 Seven neighbours were notified and a notice posted on site and no correspondence has been received.

8 Relevant Planning History

- 8.1 None.

9 Recommendation

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

- 01 The development hereby permitted shall begin not later than three years from the date of this decision.**

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

- 02 The development hereby permitted shall be carried out in accordance with the following approved plans: 1440/P/101B; 1440/P/102 A; 1440/P/103 A; 1440/P/104 B; 1440/P/105 B and 1440/P/106.**

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

- 03 No development shall take place until details and samples of the materials to be used on all the external elevations, including walls, cladding (details of materials/colour and finish and a cross section at a scale of not more than 1:20 to show how it will be fitted to the building), windows, doors, louvers/grilles, pcc bars and panels, paving, screen/boundary walls and fences, driveway, forecourt or parking area; have been submitted to and approved by the local planning authority. The development shall only be carried out in accordance with the approved details.**

Reason: In the interests of visual amenity and to ensure that the appearance of the building makes a positive contribution to the character and appearance of the area. This is as set out in the National Planning Policy Framework (2012), Southend Core Strategy (2007) policy KP2 and CP4, Development Management Document (2015) policy DM1, and SPD1 (Design and Townscape Guide).

- 04 The proposed highways works, including the formation of new vehicular access onto the service road at the rear of the application and the formation of new pavement shall be carried out in full prior to the first use of the car park hereby approved in accordance with the details shown in plan no. 1440/P/106.**

Reason: In the interests of highways management and safety in accordance with (Southend Core Strategy (2007) policies KP2, CP3, CP4; (Development Management Document (2015) policy DM15 and the Design and Townscape Guide (2009).

- 05 No site clearance, preparatory work or development shall take place until a scheme for the protection of the retained trees (the tree protection plan) and the appropriate working methods in accordance with Clause 7 of British Standard BS5837 - Trees in Relation to Construction – Recommendations, has been submitted to and agreed in writing by the local planning authority. The tree protection measures and working methods shall be implemented in full as set out in the approved tree protection plan.**

Reason: To protect the health of the trees, in the interests of visual amenity and to ensure a satisfactory standard of landscaping, pursuant to DPD1 (Core Strategy) policies KP2 and CP4, DPD2 (Development Management) policies DM1, DM3 and the advice contained in the Design and Townscape Guide.

- 06 Demolition or construction works shall not take place outside 8:00 hours to 18:00 hours Mondays to Fridays and 8:00 hours to 13:00 hours on Saturdays and at no time on Sundays or Bank Holidays.**

Reason: To protect residential amenity and general environmental quality in accordance with the National Planning Policy Framework (NPPF), DPD1 (Core Strategy) 2007 policy KP2 and CP4, and Development Management DPD policies DM1.

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.

Informative

- 1** Please note that the development the subject of this application is liable for a charge under the Community Infrastructure Levy Regulations 2010 (as amended). A Community Infrastructure Levy (CIL) Liability Notice will be issued as soon as practicable following this decision notice. This contains details including the chargeable amount, when this is payable and when and how exemption or relief on the charge can be sought. You are advised that a CIL Commencement Notice (CIL Form 6) must be received by the Council at least one day before commencement of development. Receipt of this notice will be acknowledged by the Council. Please ensure that you have received both a CIL Liability Notice and acknowledgement of your CIL Commencement Notice before development is commenced. Most claims for CIL relief or exemption must be sought from and approved by the Council prior to commencement of the development. Charges and surcharges may apply, and exemption or relief could be withdrawn if you fail to meet statutory requirements relating to CIL. Further details on CIL matters can be found on the Council's website at www.southend.gov.uk/cil.
- 2** It is noted that at the time when both the Civic Centre East public car park and the redeveloped of exiting Library car park will be operate together, the Council will have to manage staff permit allocation to ensure the number of permits issued would not be increased to an extent that would unacceptably increase trips.
- 3** It is noted that advertisement consent would potentially be required for the proposed signage.