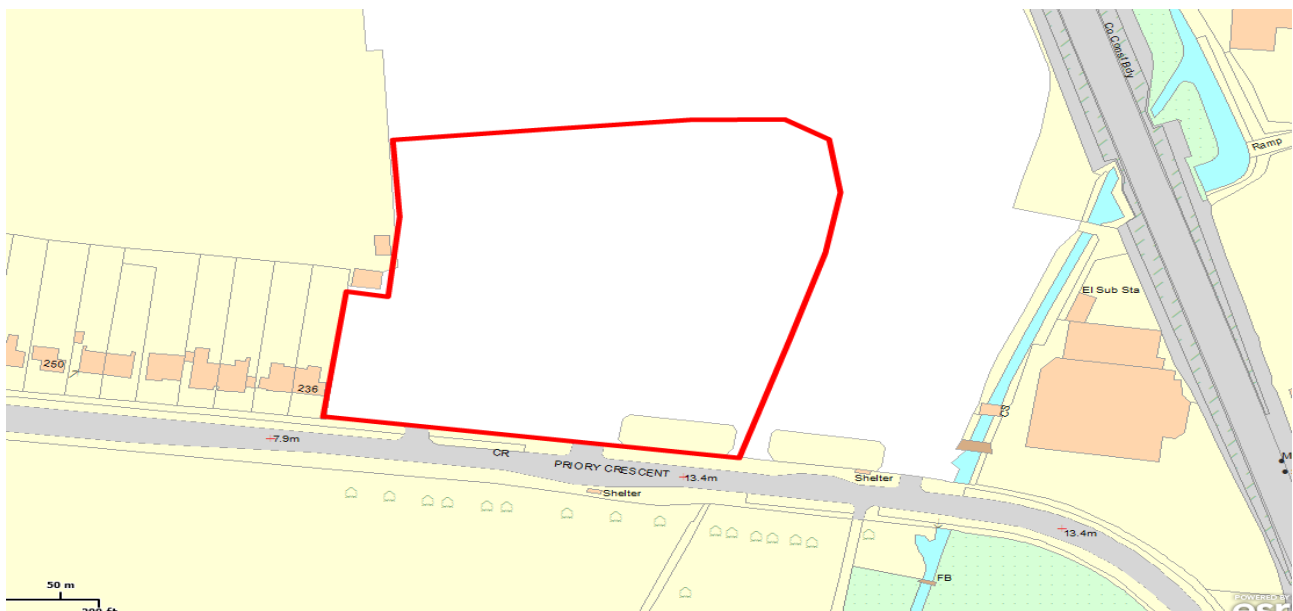


Reference:	18/00952/FULM	
Ward:	St Laurence.	
Proposal:	Erect 16 bedroom hospice (Class C2) with day care and treatment facilities, ancillary office space, layout parking, hard and soft landscaping, form vehicular access on to Priory Crescent	
Address:	Land at Priory Crescent, Southend-on-Sea, Essex	
Applicant:	Havens Christian Hospice Ltd.	
Agent:	Strutt & Parker	
Consultation Expiry:	21.06.2018	
Expiry Date:	22.08.2018	
Case Officer:	Charlotte White	
Plan Nos:	16271-LSI-A1-XX-DR-A-1180 Rev. B, 16271-LSI-A1-ZZ-DR-A-1351 Rev. B, 16271-LSI-A1-ZZ-DR-A-1370 Rev. A, 16271-LSI-A1-ZZ-DR-A-1350 Rev. B, 16271-LSI-A1-ZZ-DR-A-1352 Rev. B, 16271-LSI-A1-ZZ-DR-A-1370 Rev. A, 16271-LSI-A1-XX-DR-A-1170 Rev. A, 17110_D4_01 Rev.05, 16271-LSI-A1-RF-DR-A-1315 Rev. B, 16271-LSI-A1-GF-DR-A-1300 Rev. A, 16271-LSI-A1-01-DR-A-1301 Rev. A, 12743se-13, 16271-LS1-A1-XX-DR-A-1175 Rev. A 3413 M 301 Rev.P1, 3414 M030 Rev. P1, 3413 M031 Rev. P1, 3413 M032 Rev P1, 3413 M033 Rev. P1, 3413 M 300 rev. P1, 3413 M 302 Rev P.1, 3413 M 303 Rev. P1 and 16271-LSI-A1-DR-A-1307 Rev. A	
Recommendation:	GRANT PLANING PERMISSION, subject to conditions	



1 The Proposal

- 1.1 Planning permission is sought to construct a (Class C2) hospice on the site. The proposed hospice building constitutes a roughly 'H' plan and is part single storey, part two-storey. The in-patient 'wing' constitutes 16 en-suite bedrooms within the single storey western side of the building. Each room will have access to a small private outside space. There are some plant facilities provided within the roof above this part of the development. The eastern 'wing' constitutes the two storey part of the development with the majority of the out-patient facilities on the ground floor including a bistro, therapy rooms, a gym, lounge, craft workshop, and salon and beauty room with other service rooms such as laundry, plantroom and W.C's. The first floor accommodation includes some further outpatient facilities including therapy and counselling rooms and a family support room and the main ancillary office functions for the hospice such as the director's offices, an open plan office space, a board/training room and staff facilities. The two 'wings' are connected with a corridor and other facilities including a family bedroom and chapel.
- 1.2 Vehicular and pedestrian access will be from Priory Crescent. A further pedestrian access will be provided from the pedestrian Boulevard located to the immediate east of the site. Parking will be provided on the eastern side of the site. In total 103 parking spaces will be provided, 12 of which will be accessible spaces. A bicycle and powered-two-wheelers parking area will be provided within the centre of the car park, providing 25 cycle parking spaces and 3 motorcycle parking spaces. To the north of the main building with access from the car park is a service area, including refuse and recycling storage and a volunteer hub which is a portacabin-type building on the existing site that would be relocated here to provide a space for volunteers doing gardening, corporate activities, etc.
- 1.3 The development is to be finished with multi-redbrick with projecting feature detailing to the gables with first floor cementitious board cladding (secret-fix), grey colour coated metal window frames, external downpipes, gutters and coping and grey fibre-cement roof slates. A monocrystalline photovoltaic array will be mounted on the west facing roof of the single-storey western in-patient 'wing'.
- 1.4 The development will benefit from new landscaping including lawn, wildflower meadows, planting, hedging and new trees. Landscaped paths and routes will be set out around the hospice grounds. The landscaping will be provided in three phases with the frontage landscaping and car park provided in the first phase prior to the facility opening. Phase 2 constitutes the private garden areas and phase 3 includes the wider communal garden areas. The western and northern boundary adjoining the adjacent residential dwellings will constitute a solid close boarded fence to a height not less than 1.8m with concrete posts and gravel boards with the boundary adjacent to the Boulevard to be provided with hedgerows and trees comprising low 1.2m high mixed native hedging to allow views to the Boulevard. The plans indicate that public art will be provided at the front, entrance of the site however, no details of this have been submitted with this application.
- 1.5 The Transport Statement submitted indicates that it is anticipated that the hospice will employ 123 full time equivalent staff.
- 1.6 The Design and Access Statement submitted indicates that *'The building will provide care, advice and clinical support for both patients and their relatives to*

enable patients and those close to them to live as fully as possible, and make the most of their time that remains...The proposed new hospice will provide a purpose-built specialist palliative care facility within South East Essex. The services to be provided in the new building comprise the following:

- A 24/7 adult specialist care In-Patient Unit providing 16 bed spaces for those that need treatment.*
- Day Hospice and day treatment facilities to support patients that can remain at home and are still mobile enough to visit for treatment and peer support.*
- Family support, chaplaincy, bereavement and counselling services.*
- Co-located administration and ancillary services – keeping the care teams, support staff and fundraising under one roof and focused on closely supporting each other and our patients.'*

- 1.7 The information submitted with the application indicates that *'The hospice is currently accommodated in two converted houses and a 'portacabin', into which 10 bedrooms, a modest day-care centre and limited range of support facilities attempt to provide modernised patient care. These buildings have served the local community well but are not adequate to provide for the growing demand in palliative care. Currently Fair Havens Hospice has to turn away half of the referrals that it receives for In-Patient admissions due to lack of bed availability. The range of services that it can provide for patients at home or receiving Day Care support is limited.'*
- 1.8 The current application is accompanied by a Statement of Community Involvement, Transport Statement, Sustainability Statement, Renewable Technology Report, Planning Statement, Ventilation Services Proposal, Ground Investigation Report, Phase 1 and Phase 2 Contamination Reports, Arboricultural Impact Assessment, Design and Access Statement, Flood Risk Assessment and Drainage Strategy, Utilities Statement, Extended Phase 1 Habitat Survey, Car Parking Management Plan, Waste management Plan, Decontamination Works Completion Letter and Heritage Statement.
- 1.9 Planning permission was previously granted under reference 14/00943/FULM to provide a hospice on this site as part of a larger development to redevelop the previous industrial area. That involved a mixed use development comprising 231 residential dwellings with access from Thornford Road and a 2-storey 3,942sqm hospice facility with access off Priory Crescent and 5,600sqm of commercial floorspace. That permission was implemented and the residential element is significantly progressed.
- 1.10 This proposal is materially different to the previous consent granted for the Hospice. The design is materially different, with the previous application constituting a two-storey (6.3m high), sweeping and curved building with a central glazed element which had a greater extent of elevational frontage to Priory Crescent with a large communal garden to the rear of the Hospice. The previous layout proposed out-patient and day care facilities on the ground floor with the in-patient bedrooms on the first floor. The number of parking spaces previously proposed was 92 (including 5 accessible spaces). The car parking area proposed in the current application is in a similar location to the previous consent, due to a cordon sanitaire in this location, which is an area that cannot be developed for residential purposes due to a sewerage pipeline on the site. The information submitted with the current application indicates that *'Following a review of best*

practice and reflection of a staff and patient survey, the approved development did not reflect the overall needs of the hospice. An alternative design and layout for the facility is therefore now sought.'

- 1.11 Pre-application advice has been provided prior to the submission of this current planning application and notwithstanding that permission was previously granted for a different form of development, the current proposal falls to be considered on its individual merits.

2 Site and Surroundings

- 2.1 The site is located on the northern side of Priory Crescent. This application site is currently undeveloped. There is an existing vehicular access to the site from Priory Crescent. To the immediate west of the site is a linear row of dwellings fronting Priory Crescent and the Ekco Sports Fields, which is designated 'protected green space'. To the east of the site is a further area of undeveloped land with the Saxon King public house beyond and the railway line further east. Prittle Brook is to the east of the site. To the south of the site beyond Priory Crescent is Priory Park and to the north of the site is the housing development currently being undertaken.
- 2.2 Within the Development Management Document Proposals Map, the site is allocated as an employment area. Prittle Brook is located to the east of the site and there is an area of flood zone 3 surrounding the Brook, however, the site is located outside the high and medium probability flood areas (flood zones 3 and 2 respectively).

3 Planning Considerations

- 3.1 The main considerations in relation to this application include the principle of development, design, impact on the street scene, residential amenity for neighbouring occupiers, traffic, transport and parking implications, sustainability, flood risk and drainage, ecology and biodiversity and CIL. The planning history of the site is also a key, material planning consideration in the determination of this application.

4 Appraisal

Principle of development

National Planning Policy Framework (2012); Core Strategy (2007) Policies KP1, KP2, KP3, CP1, CP3, CP4 and CP6; Development Management Document (2015) Policies DM1, DM2, DM3, DM10, DM11, DM14 and DM15 and the advice contained within the Design and Townscape Guide (2009)

- 4.1 Amongst 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.*"
- 4.2 The site constitutes previously developed land, previously with commercial buildings on the site. These buildings have now been demolished and the site is vacant. The site is allocated for employment purposes in the Development Management Document Proposals Map.

- 4.3 Policy CP1 of the Core Strategy states that permission will not normally be granted for development proposals that involve the loss of existing employment land unless it can be clearly demonstrated that the proposals will contribute to the objective of regeneration of the local economy in other ways, including significant enhancement of the environment, amenity and condition of the local area.
- 4.4 Part 5 of policy DM11 of the Development Management Document goes on to state:
- 4.5 *“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.*
- 4.6 *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”.*
- 4.7 Appendix 4 part C of the Development Management Document states:
- “The appraisal will set out an analysis identifying the advantages and limitations of the site or premises in question to accommodate employment uses. For each limitation that is identified, a justification should be provided as to why it could not be overcome having regard to the introduction of alternative employment uses, general investment or improvements, or through competitive rental levels.*
- In addition, the appraisal should include, but is not limited to, the following analysis:*
- 1. The relevant national, regional, local planning and economic policy context;*
 - 2. The quality of the buildings/ site;*
 - 3. The accessibility of the site and its ability to serve a range of employment uses having regard to private and public transport; and*
 - 4. Any constraints that will limit the future use of the site or premises for employment uses.*
- Additional marketing and market demand information, reflecting Part A and/ or Part B as set out above, may be used to support the appraisal.*
- Comparison with other employment sites or areas within the locality should discuss issues that are relevant to the site or premises”.*
- 4.8 The preamble to Policy DM11 of the Development Management Document states at paragraphs 5.21 and 5.22: *“Progress Road and Prittle Brook Industrial Estate offer significant regeneration opportunities over the long term...Prittle Brook Industrial Estate is available for comprehensive redevelopment with the site being completely cleared of all premises. The Southend-on-Sea Employment Land Review 2010 recommends protecting this large employment development opportunity and primarily redeveloping the site for future employment purposes as*

part of a mixed use scheme. Such a scheme should be taken forward through a planning brief. ”

- 4.9 In this respect a development Brief for this site was adopted by the Council as Corporate Policy in April 2014. Paragraphs 5.20 to 5.22 of the Development Brief state *‘Consideration should be given to the incorporation of a hospice facility (Class C2) and ancillary office function within the overall masterplan. A hospice facility would complement the other proposed uses and assist in creating a mixed and balanced community. In addition, it would prove a much needed specialist accommodation. It would also create new job opportunities, potentially up to 320 people which would add vitality to the area...The most appropriate location for the hospice would be towards the south of the site, with an access and frontage onto Priory Crescent.’*
- 4.10 As such, despite the fact that this development would result in the loss of employment land, given the preamble to Policy DM11, the recommendations contained within the corporately adopted Development Brief for the site and that planning permission has already been granted for the provision of a 16 bedroom Hospice building on the site as part of a comprehensive development which is extant and which, subject to approval of details, would enable the hospice development to be brought forward in accordance with that previous permission, no objection is raised to the principle of the Hospice development on this site, or the loss of the land for employment purposes, subject to other considerations including design, impact on adjoining residents and parking and highways implications, as discussed below.
- 4.11 It is also noted that Policy CP6 of the Core Strategy encourages the provision of health and social care facilities that have clear benefits for the local community which supports the principle of the development. The principle of the development is also supported by the NPPF with one of the core planning principles of the NPPF stating that planning should *‘take account of and support local strategies to improve health, social and cultural wellbeing for all...’* Both of these policy considerations weigh in favour of the principle of the development.

Design and Impact on the Character of the Area

The National Planning Policy Framework (2012); Core Strategy (2007) Policies KP2 and CP4; Development Management (2015) Policies DM1 and DM3 and the advice contained within the Design and Townscape Guide (2009).

- 4.12 This proposal is considered in the context of the Borough Council policies relating to design. Also of relevance are National Planning Policy Framework Sections 56 and 64 and Core Strategy Policies KP2, CP4 and CP8.
- 4.13 Amongst its core planning principles the NPPF seeks 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.”* Paragraph 56 of the NPPF states; *“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.”* Paragraph 64 of the NPPF states; *“that permission should be*

refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.”

- 4.14 Policy KP2 of the Core Strategy requires that new development contributes to economic, social, physical and environmental regeneration in a sustainable way through securing improvements to the urban environment through quality design, and respecting the character and scale of the existing neighbourhood. Policy CP4 requires that new development be of appropriate design and have a satisfactory relationship with surrounding development.
- 4.15 Policy DM3 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.”* Moreover, Policy DM1 states that development should *“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”.*
- 4.16 The development of the site for this purpose has been subject to a number of pre-application discussions, which included the design of the development. The Design and Access Statement explains the rationale for the ‘H’ plan design. The building has been designed with an ‘H’ plan to ensure that the in-patient rooms face east and west to benefit from natural sunlight and to separate the in-patient and out-patient units for the benefit of all the patients and families.
- 4.17 In terms of scale, the proposed development is part single storey, part two storey. There are two storey dwellings to the west of the site and there are mainly two storey dwellings to the rear of the site. To the east of the site is the Saxon King which is part single storey, part two storey and commercial in scale. As such the proposed scale of the development is considered acceptable and would not appear unusual or out of keeping in the area.
- 4.18 In terms of layout and siting, the proposed Hospice building is set behind the established building line denoted by the linear dwellings to the west, although the proposal includes a garden wall which adheres to the existing building line represented by these adjoining dwellings. The Hospice building has a roughly ‘H’ plan with only gable ends fronting Priory Crescent. However, these gable ends have been designed to include fenestration and brick detailing which would provide a degree of active frontage, articulation and interest to the Priory Crescent streetscene. It is noted that the proposed use is sensitive and a high level of privacy is required, limiting the opportunities for the type of active frontage which may be sought from other forms of development. It is also noted that the main entrance to the Hospice faces Priory Crescent which is positive. As such the siting and layout proposed is considered acceptable and would not result in any material harm to the character and appearance of the area.
- 4.19 In terms of appearance, design and detailing, the development includes articulation as a result of the ‘H’ plan proposed, with the main ‘wings’ having different heights. The fenestration is acceptable and the brick detailing provided to the main gables is positive and provides interest to the main elevations. The entrance is legible by virtue of its position within the built form and the fenestration proposed. The

materials proposed are acceptable in principle and subject to a condition requiring samples to be submitted no objection is raised on this basis. As such the development is considered to be of an acceptable design and appearance and is therefore policy compliant in this respect.

- 4.20 Inherent to the purpose of the proposal extensive landscaping would soften the setting and appearance of the development, providing an attractive environment for the patients and users of the site and will help to provide privacy to some of the sensitive uses within the Hospice development. The applicant proposes the provision of public art which is also positive and helps to create a sense of place within the landscaped frontage. Whilst no details of the public art proposed have been submitted, such details can be secured via a condition attached to any grant of consent. The car park and access proposed seeks to utilise tarmac with the car park surface draining to the parking bays which will constitute permeable tarmac, however, it is noted that the car park would be partially screened by soft landscaping. Whilst it is noted that the Council's Parks Team recommended the use of grasscrete, given the nature of the use and the level of soft landscaping proposed surrounding the development, this is not considered necessary or proportionate and no objection is therefore raised on this basis.
- 4.21 The Design and Access Statement includes some landscaping details, however, full details have not been provided at this stage. As such a condition is required to be attached to any grant of consent requiring full landscaping details to be submitted for approval. Subject to such a condition no objection is raised on this basis.
- 4.22 The refuse facilities will be largely screened with fencing which is positive. The cycle parking facility will be provided within the centre of the car park area. No details have been submitted in respect of the cycle parking facility; however, it is considered that these details could be secured via planning condition. Subject to this no objection is raised on this basis.
- 4.23 Overall, the proposed development is considered to be of an acceptable design that responds to the nature of the use and its operational requirements and would not result in any harm to the character and appearance of the site or the wider surrounding area. The proposal is therefore Policy compliant in this respect and no objection is raised on this basis.

Impact on Residential Amenity

National Planning Policy Framework (2012); Policies KP2 and CP4 of the Core Strategy (2007), Development Management Document (2015) Policies DM1 and DM3 and the advice contained within the Design and Townscape Guide (2009).

- 4.24 Policies DM1 and DM3 of the Development Management Document and CP4 of the Core Strategy refer to the impact of development on surrounding occupiers. High quality development, by definition, should provide a positive living environment for its occupiers whilst not having an adverse impact on the amenity of neighbours. Protection and enhancement of amenity is essential to maintaining people's quality of life and ensuring the successful integration of proposed development into existing neighbourhoods.

- 4.25 Amenity refers to well-being and takes account of factors such as privacy, overlooking, outlook, noise and disturbance, the sense of enclosure, pollution and daylight and sunlight. Policy DM1 of the Development Management requires that all development should (inter alia):

“Protect the amenity of the site, immediate neighbours, and surrounding area, having regard to privacy, overlooking, outlook, noise and disturbance, visual enclosure, pollution, and daylight and sunlight;”

- 4.26 In terms of the impact of the development on adjoining residents, the proposed Hospice building has been designed to be located on the western side of the site but has been designed to be removed from the neighbouring residents, with the western ‘wing’ which is located closest to the neighbouring dwellings designed to provide single storey accommodation only. The proposed development would be a minimum of some 14m from the western boundary and a minimum of some 15m from the northern boundary of the site. As such given the design, siting and orientation of the proposed building in relation to the adjoining dwellings it is considered that the proposal would not result in any material harm to the residential amenity of the adjoining residents in terms of dominance, an overbearing impact, a material sense of enclosure, overlooking, loss of privacy or loss of light and outlook. The proposal is therefore policy compliant in this respect and no objection is raised on this basis.

- 4.27 In terms of noise and disturbance, whilst the proposal seeks to introduce parking adjacent to the dwellings being constructed to the north of the site, this is a small part of the proposed parking provision and the previous approved application similarly proposed parking in this location. Given the location and scale of the parking areas proposed adjacent to the residential dwellings it is therefore considered that the proposal would not result in any material harm to the residential amenity of the adjoining residents in terms of noise and disturbance. Whilst the proposed Hospice development will attract people to the site, given the nature of the use and the previous consent granted for a Hospice on this site, no objection is raised on this basis.

- 4.28 The proposed would not therefore result in any undue harm to the residential amenity of the neighbouring residents and is therefore acceptable and policy compliant in this respect.

Highways and Transport Issues

National Planning Policy Framework (2012); Policy KP2, CP3 and CP4 of the Core Strategy (2007), Development Management Document (2015) Policies DM1, DM3 and DM15 and the advice contained within the Design and Townscape Guide (2009).

- 4.29 Policy DM15 of the Development Management Document does not provide a specific parking standard for Hospice developments (Class C2). However, the adopted parking standards for residential care homes (Class C2) is a maximum of 1 space per resident staff and 1 space per 3 bed spaces.

- 4.30 In this respect, the Transport Statement submitted indicates that the development would result in 123 full-time equivalent jobs and 16 bed spaces will be provided. As such, a maximum of 129 car park spaces are required as a result of this development. In this respect, the proposal seeks to provide a total of 103 parking spaces. Given that the adopted parking standards and maximum figures, the provision of 103 parking spaces is considered reasonable and the development is therefore considered to be policy compliant in this respect. It is also noted that the proposal seeks to provide more parking spaces than was previously permitted under reference 14/00943/FULM and the information submitted with this application indicates that *'the parking is comparable to the earlier, approved application and is considered to be the minimum required to satisfactorily operate the hospice.'* The Highways Team has raised no objection to the parking provision in this respect.
- 4.31 The application has been submitted with a Transport Statement which states *'the site is highly accessible by sustainable modes of transport...'* It is also confirmed within this document that the egress from the site will constitute left turn only with appropriate road markings and signage in this respect. There will be no vehicular through route to the north within the site, although pedestrian permeability to the north is retained.
- 4.32 The Transport Statement submitted considered expected trip generation as a result of this development, commenting that the hospice is expected to generate in the region of 30 two-way vehicular movements during the AM peak period and in the region of 35 two-way vehicular movements in the PM peak period and concludes that *'this level of activity is unlikely to have an impact on the local highway network.'* In this respect the Highways Team have commented that this information demonstrates that the proposal would not have a detrimental impact upon the local highway network.
- 4.33 The application has been submitted with a car parking management strategy which indicates that staff and volunteers will be issued with car park permits. The permit system is designed to ensure that members of the public do not use the car park so retaining sufficient parking for employees and visitors. In this respect the Highways Team have confirmed that the car park management proposal is robust.
- 4.34 The proposal is therefore found to be in accordance with Policy CP3 of the Core Strategy and Policy DM15 of the Development Management Document and is acceptable on parking and highway safety grounds.

Waste Management

- 4.35 The application has been submitted with a waste management document which provides details of how clinical waste in particular will be dealt with. However, it is also stated that domestic waste will be placed in non-clinical waste bins which will be emptied once $\frac{3}{4}$ full. Food waste will be collected weekly. Waste that can be recycled will be placed into recycling sacks and stored in containers kept outside in a designated service yard area to await weekly collection. Waste audits are undertaken. The service yard will be used to store refuse and recycling with clinical waste store in an enclosure to the south of the in-patient unit.

- 4.36 In terms of servicing, a service bay is provided to the north of the main entrance, within the car park for deliveries and is also conveniently located for refuse collection. No objection is therefore raised on this basis.

Cycle parking and storage

- 4.37 Policy DM15 of the Development Management Document sets out cycle parking requirements for residential care homes (Class C2) of 1 space per 5 members of staff. In this respect, the Planning Statement submitted indicates that '*Cycle spaces are provided in a central shelter for 25 cycles.*' The Transport Statement submitted indicates that the development would result in 123 full-time equivalent employees and as such the provision of 25 cycle parking spaces would accord with the adopted policy in this respect. However, limited details of the cycle parking shelter have been provided and it is imperative that the cycle parking is secure and covered. Subject to a condition requiring full details of the cycle parking facility no objection is therefore raised on this basis.
- 4.38 Subject to the above, the proposal is considered to comply with the relevant highways policy in terms of access and amount of parking provision, servicing and cycle/refuse storage.

Sustainability

National Planning Policy Framework (2012); Core Strategy (2007) Policies KP2, CP4 and CP8, Development Management Document (2015) Policies DM1, DM2 and the advice contained within the Design and Townscape Guide (2009).

- 4.39 Policy KP2 of the Core Strategy states; "*All development proposals should demonstrate how they will maximise the use of renewable and recycled energy, water and other resources*" and that "*at least 10% of the energy needs of a new development should come from on-site renewable options (and/or decentralised renewable or low carbon energy sources)*". The provision of renewable energy resources should be considered at the earliest opportunity to ensure an integral design
- 4.40 The application has been submitted with a renewable technology report which outlines that the development is to include a 325sqm monocrystalline photovoltaic array mounted in a westerly direction at an inclination of 30 degrees. The report concludes that such solar panels would provide 13.2% of the energy requirements of the development. The proposal is therefore policy compliant in this respect and no objection is raised on this basis.
- 4.41 The site is located in flood risk zone 1 (low risk). Policy KP2 of the Core Strategy states all development proposals should demonstrate how they incorporate sustainable drainage systems (SuDS) to mitigate the increase in surface water runoff and where relevant, how they will avoid or mitigate tidal or fluvial flood risk.
- 4.42 The application has been submitted with a Flood Risk Assessment and Drainage Strategy dated May 2018. Specific drainage proposals include permeable paving in the parking areas where ground conditions are suitable, detention basin and oversized pipes and attenuation tanks to provide additional storage. The

applicant's agent has provided details in this respect, stating that the car park surface will constitute non-permeable tarmac which will drain into the parking bays which will constitute permeable tarmac. The information provided with the application indicates *'The proposed development has been modelled...to calculate the storage required for peak design storm events and to demonstrate the discharge from the site can be successfully limited to the existing rates and that storage can be provided within the site.'* The report therefore concludes that the proposal would not increase flood risk elsewhere. Subject to a condition requiring the development to be undertaken in accordance with the recommendations and conclusions of the Flood Risk Assessment and Drainage Strategy, the proposal is policy compliant in this respect and no objection is therefore raised on basis.

Flood Risk and Environmental Protection (including contamination)

National Planning Policy Framework (2012), Core Strategy (2007) Policies KP1, KP2 and KP3 and Development Management Document (2015) Policy DM14

- 4.43 Policy KP1 of Core Strategy states that all development proposals within flood risk zone *"shall be accompanied by a detailed flood risk assessment appropriate to the scale and the nature of the development and the risk"*. It is also noted that *"development will only be permitted where that assessment clearly demonstrates that it is appropriate in terms of its type, siting and the mitigation measures proposed, using appropriate and sustainable flood risk management options."*
- 4.44 The application has been submitted with a flood risk assessment (FRA) and drainage strategy dated May 2018. The FRA confirms that the site is located within Flood Zone 1: low risk of flooding. There is no history of flooding on site. The submitted FRA states that the site can operate safely, is not at risk of flooding and will not increase flood risk elsewhere. The Environment Agency has raised no objection to the proposed development on flood risk grounds. As such the proposal is considered to be acceptable and policy compliant in this regard.
- 4.45 In terms of contamination, Policy DM14 of the Development Management Document states *'Development on or near land that is known to be contaminated or which may be affected by contamination will only be permitted where...an appropriate Contamination Land Assessment has been carried out...'*
- 4.46 In this respect, the application has been submitted with contamination reports.
- 4.47 The ground investigation report submitted dated 8 December 2017 comments that the investigation found shallow made ground underlain by soft or firm clay and medium dense sand and gravel. The Phase I Desk Study and Contamination Report identifies a moderate to low risk to construction workers and a moderate risk to human end-users from direct contact, inhalation or ingestion of contaminated soil and dust. Groundwater and surface water are considered to be at a moderate and moderate to low risk respectively from contamination introduced through historical use. Buildings and services are considered to be at a moderate risk from being affected by contamination arising from the former use of the site. There is a low or negligible risk from ground and radon gas. The report concludes that further assessment is required to provide that the site is suitable for the proposed end-user.

- 4.48 The Phase II Contamination report dated 12 December 2017 concludes that chemical analysis revealed concentrations of PAHs above assessment criteria within one sample of made ground. As such the made ground represents moderate risk to end users and a low risk to controlled waters. The report refers to a remedial strategy previously agreed for the site which states that polyethylene and polyvinyl chloride water supply pipes should be used, gas protection mitigation measures are required and a cover system of clean soil is to be applied over the existing soil within the garden areas within a minimum thickness of 450mm.
- 4.49 A letter has also been submitted with the application from Bellway that states '*We write to confirm that the Decontamination Works have now reached practical completion in accordance with Clause 20 of the Contract dated 15th September 2015.*'
- 4.50 Whilst the Environment Agency has recommended further conditions relating to contamination, given the levels of reports submitted and their findings and given that contamination issues have largely already been considered on the wider site under reference 15/00524/AD, subject to a condition requiring the development to be undertaken in accordance with the findings, conclusions and recommendations of the Phase II Contamination Report submitted, the proposal is considered to be policy compliant in this respect and no objection is therefore raised on this basis.

Ecology and Biodiversity

National Planning Policy Framework (2012), Core Strategy (2007) Policies KP1, KP2 and CP4.

- 4.51 Chapter 11 of the NPPF states that the *planning system should contribute to and enhance the natural and local environment...minimising impacts on biodiversity and providing net gains in biodiversity where possible...*
- 4.52 Policy KP2 of the Core Strategy states that all new development must '*respect, conserve and enhance and where necessary adequately mitigate effects on the natural and historic environment, including the Borough's biodiversity and green space resources; ensure that European and international sites for nature conservation are not adversely affected and contribute positively towards the 'Green Grid' in Southend.*'
- 4.53 Policy CP4 of the Core Strategy seeks to contribute to the creation of high quality, sustainable urban environments by '*safeguarding, protecting and enhancing nature and conservation sites of international, national and local importance.*'
- 4.54 The application has been submitted with an extended Phase 1 habitat survey dated 05 December 2017 which concludes that the two local wildlife sites within 2km of the site will not be affected by the development and '*the site's habitats which will be affected by works are common and widespread and are considered to be of low intrinsic biodiversity value. No further surveys are required. Enhancement measures to install bird and bat boxes within the new development are recommended in an attempt to achieve a slight net gain in biodiversity...*' The report comments that the site is of negligible value for foraging and does not contain structures which would be suitable for use by roosting bats. The site is

suboptimal for Great Crested Newts and it does not offer opportunities for newts to shelter or forage on the site. There is no suitable habitat for reptiles within the development area and there is no evidence of use of the site by badgers.

- 4.55 In this respect, the Parks Team have commented that the Phase 1 survey is well written and detailed. However, the Parks Team recommends that terraced sparrow boxes, starling boxes or schwelger brick nest boxes are utilised. Subject to a condition in this respect, no objection is raised on this basis. It is also noted that Natural England has raised no objection on this basis.
- 4.56 The application has been submitted with an Arboricultural Impact Assessment which comments that no trees will need to be removed to facilitate the proposed development; however tree protection measures will be required to safeguard onsite and 3rd party trees. Subject to a condition requiring the development to be undertaken in accordance with the recommendations of the Arboricultural Impact Assessment submitted no objection the proposal is policy compliant in this respect and no objection is raised on the basis of the impact of the development on the surrounding trees.
- 4.57 Subject to conditions the proposal is therefore acceptable and policy compliant in terms of its impact ecology, biodiversity and impact on trees.

Impact on Heritage Assets

National Planning Policy Framework (2012), Core Strategy (2007) Policies KP2 and CP4; Development Management Document (2015) Policies DM1, DM3 and DM5, the Design and Townscape Guide (2009)

- 4.58 Section 66(1) of the Planning Listed Building and Conservation Areas Act 1990 states *'In considering whether to grant planning permission...for development which affects a listed building or its setting, the local planning authority...shall have specific regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.'*
- 4.59 Paragraph 132 of the NPPF states *'when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significant can be harmed or lost through alteration or destruction of the heritage asset or development within its setting.'*
- 4.60 Policy DM5 states *"Development proposals that result in the total loss of or substantial harm to the significance of a designated heritage asset, including listed buildings and buildings within conservation area, will be resisted, unless there is clear and convincing justification that outweighs the harm or loss. Development proposals that are demonstrated to result in less than substantial harm to a designated heritage asset will be weighed against the impact on the significance of the asset and the public benefits of the proposal, and will be resisted where there is no clear and convincing justification for this."*
- 4.61 The application has been submitted with a Heritage Assessment which comments that whilst there are no Listed Buildings on the site, there is the Prittlewell Priory Scheduled Monument to the south of the site, Grade 1 Priory Museum to the south

of the site and the Grade II Old Crowstone to the south of the site. However, the report concludes that *'no change will be occasioned to the setting; resulting in a neutral impact...the scheme substantiates the changes to the wider environs of the setting, without a detrimental effect upon the heritage assets.'* Given the findings of this report and given the separation distance between the development and these heritage assets it is considered that the proposal would not result in any harm to the setting or special character and architectural interest of these designated heritage assets. The proposal is therefore policy compliant in this respect.

- 4.62 In terms of archaeology, whilst no details have been submitted with this application it is apparent that archaeological investigations have already been undertaken on the site following the previous approval under reference 14/00943/FULM and the details of the scheme of investigation for a programme of archaeological work was approved under reference 17/00731/AD. No further works are therefore necessary in this respect.
- 4.63 As such it is considered that the proposal would have no adverse impact on the special character or the setting of the nearby heritage assets and is therefore policy compliant in this respect and no objection is therefore raised on this basis.

Community Infrastructure Levy

- 4.64 The proposed development would be CIL Liable. However, a CIL Exemption Form has been submitted with this application which states *'The application seeks to deliver a hospice to be operated by the application, which is a registered charity providing respite care. SBC provide a £0 rate for 'not for profit' organisations including health services. This proposal accords with the SBC policy for exemption...The charity provided relief to children and adults suffering from any chronic or life limiting illness, via the provision of residential hospice care, day care, education, training and support for patients and their families.'*
- 4.65 As such and given the above, in this instance the chargeable amount has been calculated as a zero rate as the application relates to a registered charity and makes no profit.

Conclusion

- 4.66 Having taken all material planning considerations into account, it is found that subject to compliance with the proposed conditions, the development would be acceptable and compliant with the objectives of the relevant development plan policies and guidance. Planning permission was previously granted to construct a Hospice on this site. There is no objection to the principle of the development and the current detailed Hospice proposal falls to be considered on its individual merits. The proposal is considered to constitute an acceptable design which responds suitably to the specific nature and operational characteristics of the use and would result in no adverse impact upon the character and appearance of the area. Nor would it adversely impact the amenities of the nearby residential dwellings. The proposal provides adequate parking provisions and would not adversely impact highway safety. Subject to conditions the development is considered acceptable and is therefore recommended for approval on this basis.

5 Planning Policy Summary

- 5.1 National Planning Policy Framework (NPPF) (2012) including chapters 1 (Building a strong, competitive economy), 4 (Promoting sustainable transport), 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) and 12 (Conserving and enhancing the historic environment)
- 5.2 Core Strategy (2007) 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) and CP6 (Community Infrastructure).
- 5.3 Development Management Document (2015): Policies DM1(Design Quality), DM2 (Low Carbon Development and Efficient Use of Resources), DM3 (Efficient and Effective Use of Land), DM5 (Southend-on-Sea's Historic Environment) Policy DM10 (Employment Sectors), DM11 (Employment Areas), Policy DM14 (Environmental Protection) and DM15 (Sustainable Transport Management)
- 5.4 Design & Townscape Guide (2009)
- 5.5 Community Infrastructure Levy Charging Schedule (2015)

6 Representation Summary

Essex County Fire & Rescue

- 6.1 Due to what would be considered an excessive distance to the nearest statutory fire hydrant, No.30/1997 it is considered necessary that a private fire hydrant is installed within the curtilage of the proposed site.

Access for fire service vehicles is considered satisfactory. More detailed observations on access and facilities for the Fire Service will be considered at Building Regulation consultation stage.

[Officer comment: This would be dealt with via Building Regulations. However, an informative can be included to draw the Agent's attention to this requirement.]

Natural England

- 6.2 No objection. Based on the plans submitted, Natural England considered that the proposed development will not have significant adverse impacts on statutorily protected sites or landscapes.

London Southend Airport

- 6.3 Given the position and height of the development the planning application will have no effect upon our operations. There are therefore no safeguarding objections.

If a crane or piling rig is required to construct the proposed development, this will need to be safeguarded separately and dependent on location may be restricted in height and may also require full coordination with the Airport Authority. Any crane application should be directed to sam.petrie@southendairport.com / 01702 538521.

Environment Agency

- 6.4 No objections to the proposal subject to conditions relating to groundwater and contaminated land are included should permission be granted. Without these conditions, the proposed development on this site poses an unacceptable risk to the environment and the Environment Agency would object to the application.

Groundwater and contaminated land

The results of the intrusive investigation carried out to date have indicated that whilst the site has had former uses which may have resulted in contamination, concentrations of expected contaminants are generally low. These results are encouraging. However, the investigations were limited to the footprint of the building and groundwater beneath the site was not tested. The Environment Agency therefore recommends some further testing of soils is carried out across the wider site area and groundwater from the 2 boreholes on site is tested. Given the former use as a plastics factory VOC / SVOC analysis should be carried out.

The Environment Agency appreciates this site forms only part of the original industrial site. However, further testing will give a greater level of confidence of the likelihood of potential sources of contamination being present on this site. As such, we recommend the conditions are attached to any planning permission granted in this respect.

Surface Water Management

The FRA and Drainage Strategy by Ardent Consulting Engineers, May 2018 has indicated that infiltration drainage is not proposed on site given the low permeability ground conditions. As such, we have no further comments to make with respect to SUDS drainage.

Waste

Excavated soils or other waste may be created as a by-product of this proposal. The documents submitted have not specified how waste is to be catered for but the applicant should consider the following:

- Previous phases of investigation found hotspots of Asbestos Containing Materials and hydrocarbon odours. If contaminants leave site they would need to be treated as hazardous waste.
- CL:AIRE protocol to be considered for soil being brought on to site.

Anglian Water

- 6.5 There are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary that may affect the layout of the site.

The foul drainage from this development is in the catchment of Southend Water Recycling Centre that will have available capacity for these flows.

The sewerage system at present has available capacity for these flows.

From the details submitted to support the planning application the proposed method of surface water management does not relate to Anglian Water operated

assets. As such Anglian water is unable to provide comments on the suitability of the surface water management.

Essex Police

- 6.6 Essex Police would like to invite the developers to contact them to discuss the concepts of Secured by Design for this bespoke development.

Parks

- 6.7 The Phase 1 survey is well written and detailed; however, the soft landscaping plans need to be submitted. There is a brief plan which details areas of soft landscaping, but this does not include any species mix, management, maintenance or replacement (if failure occurs) details or include any of the recommendations as set out in the extended phase 1 ecological report (e.g. habitat boxes). As recommended in the ecological report, the soft landscaping plans should also highlight any areas which will house external lighting, so as to make sure that the location of nest boxes is appropriate and not illuminated. Boxes should be highlighted in the soft landscaping plan to make sure they are situated in appropriate locations, heights and orientation.

The extended phase 1 report recommends that, as a minimum, 4 bat boxes and 4 bird boxes be incorporated into the design of the buildings. The report provides examples of boxes to use, however, these focus on swifts. Southend does have a visiting population of Swifts, however, in order to attract these to a new nest site, recorded swift calls must be played for an extended period of time, otherwise the nest boxes simply will not be utilised. Otherwise, it is recommended that terraced sparrow boxes, starling boxes and schwegler brick nest boxes are utilised.

There is scope to include a green or brown roof on the canopy area of the design. This would further increase the biodiversity of the site, particularly invertebrate assemblages which would have a positive effect on organisms further up the food chain and would also increase the uptake potential of the recommended bird and bat boxes. A green or brown roof would also work very well in a hospice setting and would improve the soft/hard landscaping boundaries and overall appeal of the development not only to visitors but also to the residents.

This department would also support an application of this size if it would include a green parking area. Currently there is a very large, hard landscaped parking area. Turning this into a green parking area would still allow its use as a carpark, but would reduce flooding risk, improve the heat-island effect large paved areas have, improve drainage and soften the soft/hard landscaping edges. It would also increase the green infrastructure of the site whilst still providing a practical, easily managed and usable space to park. One design which would work very well here is the use of Grass Lines which can be arranged in a variety of ways in order to dictate parking areas, driving areas and pedestrian areas, whilst providing a soft edge to the overall area and blending it into the surrounding soft landscaping.

As part of the soft landscaping plans, details on the materials used within the proposed pathways of the site should also be provided, with a focus on SUDs and green infrastructure.

[Officer comment: A condition is recommended to be attached to any grant of consent in respect of bat and bird boxes and lighting. It is not considered necessary, reasonable or proportionate to require the development to be

amended to provide green roofs and grasscrete.]

Waste Team

- 6.8 The Waste Team note the sweep drawings confirming access to both of the Refuse/Recycling bin stores and note that collections may be safely accessed and undertaken from both stores (drawing P854-01). The Waste Team supports the inclusion of a service layby near the service yard in order to facilitate collection with minimum disturbance to other vehicles.

Highways Team

- 6.9 The proposal has provided 103 car parking spaces which include 12 disabled spaces this meets the minimum parking requirement for the proposal and is considered acceptable given the staff shift working patterns and patient visitors. 25 secure cycle spaces have been provided which meets policy standard. The site is in a sustainable location with regard to public transport with good rail, bus and cycle links in close proximity. The applicant has also provided a robust car park management proposal which requires staff and patient users to comply with a parking permit policy.

TRICS and VISSIM models have been used to demonstrate that the proposal does not have a detrimental impact upon the local highway network. A no right turn facility will be introduced when exiting the site to ensure that traffic which could potentially straddle Priory Crescent is prevented which helps ensure the free flow of traffic.

Given the above information and that contained within the Design & Access Statement and Transport Statement there are no highway objections raised for the proposal

7 Public Consultation

- 7.1 The application was advertised in the press, a site notice was displayed and 19 neighbour letters were sent out. No letters of representation have been received.

8 Relevant Planning History

- 8.1 18/00551/PREAPF and 17/01938/PREAPF – pre-application discussions undertaken to erect a hospice building on the site.
- 8.2 14/00943/FULM - Hybrid Application to erect mixed use development comprising 231 residential dwellings (Class C3) extending to 2-3 storey's and including affordable housing with access off Thornford Gardens, 2 storey 3942m² hospice facility (Class C2) with access off Priory Crescent, together with associated highways works, open space, hard and soft landscaping, car parking, associated infrastructure (Full Application) and approximately 5,600m² of commercial floorspace (Class B1a) with access off Priory Crescent (Outline Application) – planning permission granted 20th September 2014.
- 8.3 15/00524/AD – Application for approval of details pursuant to condition 02 (contamination and remediation) of Planning Permission 14/00943/FULM dated 31 March 2015 – details approved 3rd June 2015
- 8.4 16/00574/AD – Application for approval of details pursuant to condition 10 (Highways Works – Priory Crescent) of Planning Permission 14/00943/FULM dated 31.3.2015 – details approved 16th June 2016.
- 8.5 16/00649/AD – Application for approval of details pursuant to condition 15 (details

of landscaping) of Planning Permission 14/00943/FULM dated 31/3/15 – details approved 15th June 2016

- 8.6 17/00731/AD - Application for approval of details pursuant to condition 03 (scheme of investigation for a programme of archaeological work) of planning permission dated 14/00943/FULM dated 31.03.2015 – details approved 29th June 2017

9 Recommendation

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

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

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

- 02 The development shall be carried out in accordance with the approved plans: 16271-LSI-A1-XX-DR-A-1180 Rev. B, 16271-LSI-A1-ZZ-DR-A-1351 Rev. B, 16271-LSI-A1-ZZ-DR-A-1370 Rev. A, 16271-LSI-A1-ZZ-DR-A-1350 Rev. B, 16271-LSI-A1-ZZ-DR-A-1352 Rev. B, 16271-LSI-A1-ZZ-DR-A-1370 Rev. A, 16271-LSI-A1-XX-DR-A-1170 Rev. A, 17110_D4_01 Rev.05, 16271-LSI-A1-RF-DR-A-1315 Rev. B, 16271-LSI-A1-GF-DR-A-1300 Rev. A, 16271-LSI-A1-01-DR-A-1301 Rev. A, 12743se-13, 16271-LS1-A1-XX-DR-A-1175 Rev. A 3413 M 301 Rev.P1, 3414 M030 Rev. P1, 3413 M031 Rev. P1, 3413 M032 Rev P1, 3413 M033 Rev. P1, 3413 M 300 rev. P1, 3413 M 302 Rev P.1, 3413 M 303 Rev. P1 and 16271-LSI-A1-DR-A-1307 Rev. A**

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

- 03 Notwithstanding the details shown on the plans submitted and otherwise hereby approved, no construction works above ground level shall take place until samples of the materials to be used in the construction of the external elevations of the building hereby permitted have been submitted to and approved in writing by the local planning authority. The development shall be carried out only in accordance with the approved details.**

Reason: To safeguard the character and appearance of the surrounding area in accordance with policy DM1 of the Development Management Document (2015) and Policies KP2 and CP4 of the Core Strategy (2007).

- 04 Notwithstanding the details shown on the plans submitted and otherwise hereby approved, no construction works above ground level shall take place until full details of both hard and soft landscape works proposed for the site, have been submitted to and approved in writing by the local planning authority. These details shall include: proposed finished levels or contours, means of enclosure, hard surfacing materials; minor artefacts and structures (e.g. furniture, bollards, 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. The approved hard landscaping works shall be carried out prior to first occupation of the development hereby approved and the first phase of soft landscaping works to the front and eastern parts of the site (as outlined in the Design and Access Statement submitted by LSI dated May 2018) shall be carried out within the first planting season following first occupation of the development with the full programme of landscaping works for phases 2 and 3 to be submitted to and approved in writing by the local planning authority prior to the first use of the development hereby approved. The landscaping shall be completed in accordance with the approved details.

Reason: To safeguard the character and appearance of the surrounding area and the amenities of the occupants of the proposed development in accordance with Policies DM1, DM3 and DM8 of the Development Management Document (2015) and Policies KP2 and CP4 of the Core Strategy (2007).

- 05** 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 landscaping of the site shall be managed in accordance with the approved plan in perpetuity.

Reason: To safeguard the character and appearance of the surrounding area and the amenities of the occupants of the proposed development in accordance with Policies DM1, DM3 and DM8 of the Development Management Document (2015) and Policies KP2 and CP4 of the Core Strategy (2007).

- 06** The development shall not be occupied until space has been laid out within the site in accordance with drawing No. 16271-LSI-A1-XX-DR-A-1180 Rev. B for 103 cars to be parked (including 12 accessible spaces). The parking spaces shall be permanently retained thereafter solely for the parking of occupiers and visitors to the development.

Reason: To ensure the adequate provision of parking at the site in accordance with policy DM15 of the Development Management Document (2015).

- 07** Notwithstanding the details shown on the plans submitted and otherwise hereby approved no development above ground level shall be undertaken until full details of the secure, covered cycle parking for no less than 25 cycles has been submitted to and approved in writing by the local planning authority. The approved cycle parking facility shall be provided in full and made available for use for the development prior to the first use of the development hereby approved and be retained as such in perpetuity.

Reason: To ensure that satisfactory secure off-street bicycle parking is provided in accordance with Core Strategy (2007) Policies KP2 and CP4, Development Management Document (2015) Policy DM1, DM3 and DM15 and the guidance contained in the Design and Townscape Guide (2009).

- 08** Notwithstanding the details shown on the plans submitted and otherwise hereby approved the development shall not be occupied until full details of any public art to be provided has been submitted to and approved in writing by the local planning authority. The approved public art shall be provided in full prior to the first use of the development hereby approved and retained as such in perpetuity.

Reason: To safeguard the character and appearance of the surrounding area in accordance with Policies DM1, DM3 and DM8 of the Development Management Document (2015) and Policies KP2 and CP4 of the Core Strategy (2007).

- 09** The development hereby approved shall be undertaken and thereafter operated in perpetuity in strict accordance with the approved waste management plan reference HSRM-003 Revision 04-2011.

Reason: To ensure that satisfactory waste management is undertaken in the interests of highway safety and visual amenity and to protect the character of the surrounding area, in accordance with Policies KP2 and CP3 of the Core Strategy (2007) and Policy DM15 of the Development Management Document (2015).

- 10** The refuse and waste storage facilities as identified on the approved plans reference 16271-LSI0A1-XX-DR-A-1180 Rev. B shall be provided on the site prior to the first use of the development hereby approved and thereafter be permanently retained in perpetuity.

Reason: To ensure 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 (2007) and Policy DM15 of the Development Management Document (2015).

- 11** The development hereby approved shall be undertaken and thereafter operated in perpetuity in strict accordance with the approved parking management policy document reference HSRM-TBC Revision 04-2018.

Reason: To ensure the adequate provision of parking at the site in accordance with policy DM15 of the Development Management Document (2015).

- 12** The development hereby approved shall be undertaken and completed in strict accordance with the mitigation measures in the approved Flood Risk Assessment and Drainage Strategy undertaken by Ardent Consulting Engineers reference P854-02 dated May 2018 before it is occupied.

Reason: To ensure the approved development does not increase flood risk elsewhere in accordance with National Planning Policy Framework (2012), Core Strategy (2007) Policies KP1, KP2 and KP3 and Development Management Document (2015) Policies DM6 and DM14

- 13** The development hereby approved shall be undertaken and completed in strict accordance with the findings, recommendations and conclusions of the approved Phase II Contamination Report undertaken by A F Howland Associates reference MSH/17.417/PhaseII dated 12 December 2017.

Reason: To ensure that the development is safe for its lifetime in accordance with National Planning Policy Framework (2012), Core Strategy (2007) Policies KP1, KP2 and KP3 and Development Management Document (2015) Policy DM14

- 14** The development hereby approved shall be undertaken and completed in strict accordance with the findings, recommendations and conclusions of the approved Arboricultural impact Assessment undertaken by Innovation Group Environmental Services reference PA-14157 dated 22 December 2017.

Reason: To safeguard the character and appearance of the surrounding area in accordance with Policies DM1, DM3 and DM8 of the Development Management Document (2015) and Policies KP2 and CP4 of the Core Strategy (2007).

- 15** The development shall not be first occupied or brought into first use until a photovoltaic array has been provided on the site which has been demonstrated to provide at least 10% of the energy needs to the development from a renewable source. The solar panels shall be permanently retained in good working order thereafter.

Reason: In the interests of providing sustainable development in accordance with Policy KP2 of the Core Strategy (2007), Development Management Document (2015) Policy DM2 and the Design and Townscape Guide (2009).

- 16** The development hereby approved shall be undertaken and completed in strict accordance with the findings, recommendations and conclusion of the approved Extended Phase 1 Habitat Survey reference E-14158 dated December 2017 undertaken by Innovation Group Environmental Services with the exception of the details submitted regarding the bird and bat boxes which are unacceptable as proposed in this report. In this respect, notwithstanding the bat and box details included in this report, no development above ground level shall be undertaken until full details of the bird and bat boxes to be installed at the site have been submitted to and approved in writing by the local planning authority. The approved bird and bat boxes shall be provided in full prior to the first use of the development hereby approved and retained as such in perpetuity.

Reason: To ensure the development provides biodiversity and ecology benefits in accordance with the National Planning Policy Framework (2012), Core Strategy (2007) Policies KP1, KP2 and CP4.

- 17** Details of the external lighting to be installed on the building or within the site shall be submitted to and approved in writing by the local planning authority before the development is first occupied or brought into first use. The development shall be carried out and completed in accordance with the

approved details before the development is occupied or brought into first use.

Reason: In the interests of the visual amenities and character of the area, and to protect the amenities of surrounding occupiers in accordance with Policies KP2 and CP4 of the Core Strategy (2007) and Policies DM1 and DM3 of the Development Management Document (2015).

- 18** Demolition or construction works associated with this permission shall not take place outside 08:00 hours to 18:00hours Mondays to Fridays and 08:00hours to 13:00hours on Saturdays and at no time Sundays or Bank Holidays.

Reason: In order to protect the amenities of the surrounding occupiers and to protect the character the area in accordance with policies KP2 and CP4 of the Core Strategy (2007) and Policies DM1 and DM3 of the Development Management Document (2015).

- 19** Prior to first occupation and first use of the development hereby approved, a Travel Plan including a comprehensive survey of users, targets to reduce car journeys to and from the site, identifying sustainable transport modes including cycling and modes of public transport and measures to reduce car usage shall be submitted to and agreed in writing by the local planning authority. The approved Travel Plan shall be fully implemented prior to first use of the development hereby approved and be maintained thereafter in perpetuity. For the first three years at the end of each calendar year a document setting out the monitoring of the effectiveness of the Travel Plan and setting out any proposed changes to the Plan to overcome any identified issues and timescales for doing so must be submitted to and approved in writing by the local planning authority. The agreed adjustments shall be implemented in accordance with the agreed conclusions and recommendations.

Reason: In the interests of sustainability, accessibility, highways efficiency and safety, residential amenity and general environmental quality in accordance with the National Planning Policy Framework (2012), Core Strategy (2007) Policies KP2, CP3 and CP4, Development Management Document (2015) Policy DM15, and Design and Townscape Guide (2009).

- 20** No development shall take place, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be fully 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 construction works that does not allow for the burning of waste on site.

Reason: This pre-commencement condition is needed in the interests of visual amenity and the amenities of neighbouring occupiers pursuant to Policy CP4 of the Core Strategy (2007) and Policies DM1 and DM3 of the Development Management Document (2015).

- 21** Notwithstanding the details shown on the plans submitted and otherwise hereby approved the rating level of noise for all plant installed in association with this consent determined by the procedures in British Standard:4142:2014, shall be at least 5dB(A) below the background noise with no tonal elements. The LA90 shall be determined according to the guidance in British Standard:4142 measured at 3.5m from ground floor facades and 1m from all facades above ground floor level to the nearest residential premises.

Reason: To protect residential amenity and general environmental quality in accordance with National Planning Policy Framework, Core Strategy (2007) Policies KP2 and CP4, and Development Management Document (2015) policy DM1.

- 22** The approved ambulance bay on the southern elevation shall be permanently screened from first occupation of the development in accordance with the approved plans references 16271-LSI-A1-XX-DR-A-1180 Rev. B, 16271-LSI-A1-ZZ-DR-A-1351 Rev. b and 16271-LSI-A1-ZZ-DR-A-1350 Rev. B

Reason: To protect residential amenity and general environmental quality in accordance with National Planning Policy Framework, Core Strategy (2007) Policies KP2 and CP4, and Development Management Document (2015) policy 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.

Informatives

- 1** The proposal is CIL Liable, however, in this instance the chargeable amount has been calculated as a zero rate as the application relates to a registered charity and makes no profit.
- 2** If a crane or piling rig is required to construct the proposed development, this will need to be safeguarded separately and dependent on location may be restricted in height and may also require full coordination with the Airport Authority. Any crane application should be directed to sam.petrie@southendairport.com / 01702 538521.

- 3 Essex Fire Service has highlighted that it is necessary to provide a private fire hydrant within the curtilage of the proposed site. This should be considered at any early stage and will be a requirement for the Building Regulations.**

- 4 You should be aware that in cases where damage occurs during construction works to the highway in implementing this permission that Council may seek to recover the cost of repairing public highways and footpaths from any party responsible for damaging them. This includes damage carried out when implementing a planning permission or other works to buildings or land. Please take care when carrying out works on or near the public highways and footpaths in the Borough.**