

Reference:	18/02048/FUL	
Ward:	Belfairs	
Proposal:	Erect roof extension to form additional floor to existing two storey office building (use class A2), erect three storey side extension, extend existing vehicular access, layout 1no. additional car parking space and landscaping to front, secure cycle storage, bin store and alter elevations	
Address:	Clements House, 1279 London Road, Leigh-on-Sea, Essex SS9 2AD	
Applicant:	Mr Hyde	
Agent:	SKArchitects	
Consultation Expiry:	06.12.2018	
Expiry Date:	31.12.2018	
Case Officer:	Abbie Greenwood	
Plan Nos:	528_P102C, 528_P103, 528_P104D, 528_P106D	
Recommendation:	GRANT PLANNING PERMISSION	



1 The Proposal

- 1.1 Planning permission is sought to remodel and extend the existing building and alter the parking layout. The existing building will be extended to the boundary on the east side and an additional floor is proposed across the new footprint. The whole building will be remodelled to have a modern appearance.
- 1.2 The proposed side extension is 2.95m wide and 9m deep. The proposed roof extension is 15.4m wide and 9m deep. The proposal is flat roofed and of a consistent height which is 9.5m. This is 0.5m lower than the ridge of the current pitched roof building.
- 1.3 The site is currently occupied by A2 (financial and professional services) use. The building will accommodate a new financial services business which is relocating to this site from central Southend. So this use class will remain unchanged. The proposal will provide 171.5 sqm additional floorspace for the business. The proposed number of employees at the site is 20. The business will operate from 9-5 on weekdays only. The number of parking spaces at the site will remain at 10 spaces. This will require the front crossover to be widened to 7.8m. The application also includes the provision of cycle storage and remodelling of the refuse storage on site.

2 Site and Surroundings

- 2.1 The existing building is a former large 2 storey detached dwelling from the early – mid twentieth century which has been converted to commercial use. It has a traditional domestic appearance with a pitched roofed and feature bay to the front. The building has previously been extended at two storeys on the west side to match the character of the existing building.
- 2.2 The existing building is detached with space to all boundaries. It is located on the north side of London Road on its corner with St Clements Avenue. To the west is a vacant site and 2 storey building which was formerly used as a garden centre. On the opposite corner of the junction to the east is Adam's Elm House, a 1970s style flat roofed sheltered housing development of 2 storeys. Directly opposite is West Leigh Baptist Church, a large modern church. To the rear of the site St Clements Avenue is a residential street characterised by a mix of two storey houses and chalets which are generally detached or semi-detached.
- 2.3 The principal frontage of the site is to London Road which is a main route to Southend Town Centre. This section of London Road has a very mixed character including a wide variety of commercial uses and residential properties. Although there are some retail units in the vicinity it falls outside the designated shopping frontages. The scale of the buildings in this stretch of London Road varies between 2 and 3 storeys. They include shops with flats above, larger retail stores, family houses and larger flatted blocks of mixed form and architectural style. The area has no site specific policy designations.

3 Planning Considerations

- 3.1 The key considerations in regard to this proposal are the principle of the development, design and impact on the character of the area, the impact on the amenities of existing neighbours, highway implications, sustainability and CIL.

4 Appraisal

Principle of the Development

The National Planning Policy Framework (NPPF) (2018), Core Strategy (2007) policies KP1, KP2, CP1, CP2, CP3, CP4 and CP8; Development Management (2015) policies DM1, DM3, DM10 and DM15 and the Southend Design and Townscape Guide (2009).

- 4.1 The existing building has an A2 use. The proposal is not seeking to change this use but to enlarge the building to provide additional floorspace for a new financial services business relocating to this site.
- 4.2 In relation to employment generating development Policy DM10 states that *'Development that contributes to the promotion of sustainable economic growth by increasing the capacity and quality of employment land, floorspace, and jobs will be encouraged.'* This includes the financial services sector. Planning policy therefore supports the principle of more A2 floorspace where it is of the scale and nature proposed.
- 4.3 The principle of extensions and alterations to existing buildings is supported by the above policies and is generally considered acceptable subject to the detailed considerations set out below.

Design and Impact on the Character of the Area:

The National Planning Policy Framework (2018); Core Strategy (2007) policies KP2 and CP4; Development Management Document (2015) policies DM1 and DM3 and the Design and Townscape Guide (2009).

- 4.4 Paragraph 124 of the National Planning Policy Framework states *'The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.'*
- 4.5 Policy KP2 of the Core Strategy states that new development should *"respect the character and scale of the existing neighbourhood where appropriate"*. Policy CP4 of the Core Strategy 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"*.

- 4.6 Policy DM1 of the Development Management Document states that all 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”*.
- 4.7 In relation to additional storeys to existing commercial buildings paragraph 380 of the Design and Townscape Guide states *‘Extensions will only be acceptable where they would not be detrimental to local townscape. Additional floors, for example, may not be considered appropriate for certain types of building or in areas where increased height would be out of character’*
- 4.8 The proposal is seeking to infill the area between the existing building and the east boundary fronting St Clements Avenue and to remove the existing pitched roof and erect an additional storey across the existing building and the proposed side extension. The resultant form of the building will be a 3 storey flat roof development that virtually spans the width of the site.
- 4.9 The existing building is a substantial two storey building with tall pitched roof, however, opposite the site there are larger developments including a large church and significantly scaled flatted blocks of 3 storeys. A building of 3 storey would therefore not be out of character in this location.
- 4.10 In relation to the form of the proposal there is no objection in principle to a flat roofed design as there are many instances of flat roofs in this section of London Road including the sheltered housing development on the opposite corner of London Rad and St Clements Avenue. The slightly recessive form of the proposed, stepping back adjacent to the junction, will highlight the entrance, add interest in the streetscene and helps to offset the scale and bulk of the proposal in the streetscene.
- 4.11 The enlargement of the footprint to the boundary on the east side will increase the enclosure of the junction in this location. In some areas of the Borough maintaining space to the side of junctions is a key aspect of local character but along the London Road this relationship varies significantly and in this location it is noted that there is a variation in the positioning of buildings. Whilst some are set back from the boundaries with the side roads, there are also instances of substantial buildings, including the church opposite and Waitrose nearby to the east, which have been built right to the pavement edge. This arrangement is therefore considered to be compatible with local character in principle.
- 4.12 In relation to the detailed design, the existing building will be remodelled to match the modern style of the extensions. The proposal will transform the building from a traditional domestic character to a simple modern cube like form with feature fenestration to the front. This is a marked contrast to the existing building and neighbouring properties however there is a wide variety of designs along London Road. The proposed design will ensure the building overall has a cohesive character in the streetscene and this is welcomed. The design is a simple modern uncluttered minimalist style with significant glazing to the front and a feature entrance. The level of glazing here helps to offset the scale of the development in the streetscene and the fully glazed upper floor lightens the elevation and will be a feature in the streetscene.

There are less windows to the side elevations but on balance enough to add interest to the flanks and offset the massing of the proposal in the streetscene. To the rear the extensions were initially devoid of fenestration and this resulted in significant areas of blank wall which was a concern, however, the plans have been amended to include additional windows here and feature cladding and this aspect of the proposal is now considered acceptable. The amended plans include details of the proposed cladding by Cembrit. This is a fibre cement product similar to that used on Heath and Carby House in Victoria Avenue, Southend. This is considered acceptable for this style of development in this context on balance.

- 4.13 The proposal also includes the remodelling of the frontage facing London Road to increase the forecourt parking from 2 to 3 spaces. A significant section of landscaping will be retained and enhanced to the eastern side of the frontage to provide a more attractive setting for the main entrance. Overall, given the mixed characters and qualities of the forecourts along London Road, this arrangement can be considered acceptable. Some details have been provided regarding the landscaping for this area but the full details for the hard surfacing and boundary treatment and will need to be conditioned along with the design of the cycle and bin stores
- 4.14 Overall, the design and scale of the proposal is therefore considered on balance to be acceptable and policy compliant subject to the conditions relating to materials and landscaping.

Traffic and Transport Issues

The National Planning Policy Framework (2018); Core Strategy (2007) policies KP2, CP3 and CP4; Development Management (2015) Policies DM1, DM3 and DM15

- 4.15 Policy DM15 states that A2 uses outside the town centre should be served by a maximum of one parking space per 20 sqm of floorspace. Policy DM15 also states that the proposal should be served by a minimum of 1 secure cycle space per 100 sqm for staff and 1 per 200 sqm for visitors.
- 4.16 171.5 sqm of new floorspace will be provided within this proposal making 410 sqm of net floorspace in total. The existing site has 10 car parking spaces. The proposal initially proposed 1 additional car parking space to the front forecourt and an enlarged crossover to London Road but this has since been omitted from the proposal following safety concerns raised by the Council's Highways Officer because the amended forecourt design did not include a turning space so would give rise to additional vehicles backing onto a classified road. This was considered to be unacceptable. The proposed parking has been amended to revert back to the existing situation on the frontage. The parking provision for the site therefore remains as 10 spaces. 8 secure cycle parking spaces are shown on the plan. The site is located on the main Public Transport Corridor which has frequent buses travelling to a variety of destinations within the wider area.

- 4.17 171.5 sqm would equate to a maximum of 9 new parking spaces. No new parking spaces are proposed however it is noted that the policy is a maximum not a minimum requirement. The policy requirement for cycle parking for 171.5 sqm of new floor space equates to 3 spaces. 8 are shown on the plan. The Design Statement comments that the proposed number of employees would be 20 which is the same as the previous business on this site which had only 10 parking spaces and no secure cycle spaces.
- 4.18 This site is considered to be well served for public transport and secure cycle storage. The parking provision is the same as that of the previous business which had the same number of employees. It is noted that the central aisle to the parking layout is narrower than would normally be expected however the layout is unchanged from the existing arrangement and therefore this situation is accepted. The Council's Highways Officer has not raised any objections to the amount of parking for this proposal. The parking and cycling provision is therefore considered to be acceptable and policy compliant in this regard.
- 4.19 With regard to the traffic impacts of the proposal, the development is for an established use and the business will be of a comparable size with a similar number of vehicle movements. It is not envisaged that the development would result in a material change in the traffic impacts over the existing situation.
- 4.20 No objection has been raised by the Council's Highway Officer to this proposal except for the changes to the forecourt which have since been omitted from the proposal. It is therefore considered that the proposal is now acceptable and policy compliant in this regard.

Refuse and Cycle Storage

- 4.21 The Southend Waste Management Guide requires commercial uses to make their own arrangements for storage and collection depending on need. There is currently no external refuse storage at the site. A new bin store is proposed in the rear car park to serve the development. No design details have been provided however, the scale of the proposal seems reasonable to serve this type of development. Full details of this will be secured by condition.
- 4.22 On this basis the proposed refuse arrangements appear reasonable and the proposal is acceptable and policy compliant in this regard.

Impact on Residential Amenity

The National Planning Policy Framework (2018), Core Strategy (2007) Policies KP2 and CP4, Development Management Document (2015) Policy DM1 and the Southend Design and Townscape Guide (2009).

- 4.23 Policy DM1 of the Development Management Document states that development should, *"protect the amenity of the site, immediate neighbours and surrounding area, having regard for privacy, overlooking, outlook, noise and disturbance, visual enclosure, pollution and daylight and sunlight."*

- 4.24 The existing building is located 11.5m from the rear boundary and 13.1m from the neighbour to the north 9 St Clements Avenue. The proposed development would decrease the maximum height of the building by 0.5m but its form would be changed from a pitched roof to flat roof. The width of the application building would also increase on the east side against the street. It is proposed to enlarge two existing windows to the rear, one at ground floor and one at first floor. The first floor window will change from a bathroom window to an office window.
- 4.25 Number 9 is a two storey house. Its flank wall faces the application site. There are 2 windows at first floor on the flank elevation. Both appear to be obscure glazed and have associated external plumbing indicating that they serve bathrooms and so are secondary in nature.
- 4.26 The width of the footprint of the application building does not extend past the rear building line of the neighbour. The change in form of the application building will result in a minimal change to the impact on this property in terms of impact on light and outlook and thereby views towards number 9's rear garden, but in this instance, given the relative positioning of the buildings, it is considered not to be material. It is noted that the change in window design will potentially increase the outlook of the application property to the rear however this is 13.1m from the neighbour and looks onto its flank elevation which has no habitable room windows. The impact of the proposal on this neighbour is therefore considered to be acceptable and policy compliant in this regard.
- 4.27 The only other immediate neighbour to the application building is the vacant site to the west. Although there is no building on this site it is a potential future development site and it is therefore necessary to ensure that the proposal development does not prejudice the future development of this area.
- 4.28 The proposal has maintained the existing footprint and building line on this side of the site. It does however include additional fenestration over that on the existing building. The amended arrangement of first floor windows here have the potential to overlook this site however, as secondary windows to an office area it is considered that these first floor windows could be conditioned to be obscure glazed if the development was otherwise considered to be acceptable.
- 4.29 The neighbour to the east, Adam's Elm House, is a sheltered housing scheme on the other side of the junction with St Clements Avenue. Both the proposed extension and the neighbour have windows looking out onto the street but on opposite sides of the junction. It is considered that, given the separation distances, the context in regard to the positions of the buildings facing the street and the varied character of London Road, the proposal would not have a materially harmful impact on the amenities of this neighbour.
- 4.30 Opposite the site on the south side of London Road is West Leigh Baptist Church. It is considered that the proposal would not have a detrimental impact on this neighbour. No other properties are materially affected by this proposal. It is therefore considered to be acceptable and policy compliant in this regard subject to the above mentioned condition.

Sustainable Construction:

The National Planning Policy Framework (2018); Core Strategy (2007) policies KP2, CP4 and CP8. Development Management Document (2015) policy DM2.

- 4.31 Policy KP2 of the Core Strategy requires that *“at least 10% of the energy needs of new development should come from on-site renewable options (and/or decentralised renewable or low carbon energy sources).* Policy DM2 of the Development Management Document states that *“to ensure the delivery of sustainable development, all development proposals should contribute to minimising energy demand and carbon dioxide emissions”.* This includes energy efficient design and the use of water efficient fittings, appliances and water recycling systems such as grey water and rainwater harvesting.
- 4.32 In relation to sustainability, the Design Statement highlights the benefits of reusing the existing building over demolition and rebuilding, the potential for solar gain and their intention to install electric car charging points. No commitment is made to the provision of renewables as part of the proposal.
- 4.33 Although the proposal will appear very different to the existing building it is not a new build and therefore the proposal is not bound by policy KP2 in regards to the provision of renewables and the sustainability benefits of reusing existing fabric is noted. It is however, considered reasonable to require any new sanitary ware to be water efficient. This can be achieved via a condition.
- 4.34 Overall therefore it is considered that the proposal is acceptable and policy complaint in this regard.

Community Infrastructure Levy

- 4.35 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 includes a gross internal area of 171.5 sqm, which may equate to a CIL charge of approximately £2064.60 (subject to confirmation). Any existing floor area that is being retained/demolished that satisfies the “in-use building ” test, as set out in CIL Regulation 40, may be deducted from the chargeable area thus resulting in a reduction in the chargeable amount.

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 principle of the development is found to be acceptable and the proposal would have an acceptable impact on the amenities of future occupiers and neighbours and the character and appearance of the application site, the street scene and the area more widely on balance.

There are no highways objections. This application is therefore recommended for approval subject to conditions.

6 Planning Policy Summary

- 6.1 National Planning Policy Framework (2018)
- 6.2 Core Strategy Policies KP1 (Spatial Strategy), KP2 (Development Principles), CP1 (Employment Generating Development), CP2 (Town Centre and Retail Development), CP3 (Transport and Accessibility), CP4 (The Environment and Urban Renaissance)
- 6.3 Development Management Document policies DM1 (Sustainable Development), DM2 (Low Carbon Development and Efficient Use of Resources), DM3 (The Efficient and Effective Use of Land) DM10 (Employment Sectors) and DM15 (Sustainable Transport Management).
- 6.4 Design & Townscape Guide (2009)
- 6.5 CIL Charging Schedule

7 Representation Summary

Highways

- 7.1 It is considered that the proposal will not generate a significant amount of vehicle trips when compared to the previous use. The application has also provided cycle parking to offer an alternative travel option. The site also benefits from being in a sustainable location with regard to public transport with good links in close proximity.

Environmental Health Officer

- 7.2 The Waste Management Plan Statement Has been Reviewed, and the Contents meets Southend Council Waste Management Plan/Guide. The Hours Of Use is from 09:00 – 17:00 hrs not during sensitive hours of sleep and rest and as such no Noise Nuisance impact.

Suggested conditions

- Construction Hours Shall be Restricted to 8am – 6pm, Monday to Friday , 8am to 1pm Saturday and not at all on Sundays or Bank Holidays.
- During any Construction and Demolition ,there Shall be No Burning Of Waste Material on Site.
- The Waste Management Plan Shall Conform with Southend Council Waste Management Plan/Document.

[Officer Comment: It is considered that the burning of waste can be controlled under Environmental Health Legislation therefore it is unnecessary to impose a condition in relation to this issue.]

London Southend Airport

- 7.3 Our calculations show that, at the given position and height, the following planning application will have no effect upon our operations. We therefore have no safeguarding objections.

Please note that if you require a crane or piling rig to construct the proposed development, this will need to be safeguarded separately and dependant on location may be restricted in height and may also require full coordination with the Airport Authority. Any crane applications should be directed to sam.petrie@southendairport.com / 01702 538521.

[Officer Comment: An informative will be imposed to inform the applicant of this requirement.]

Leigh Town Council

- 7.4 No objections.

Public Consultation

- 7.5 8 neighbouring properties were notified of the application and a notice was posted at the site. No responses have been received.
- 7.6 The application was called to committee by Councillor Mulroney.

8 Relevant Planning History

- 8.1 98/0194 - erect two storey side extension to offices and lay out additional parking spaces at rear – refused
- 8.2 95/0741 - erect two storey side extension with roof accommodation and erect roof extension to existing building to form office block with roofspace storage and lay out parking spaces – granted
- 8.3 95/0499 - erect two storey office block with roof accommodation by extending flat at 1279 and use roofspace in 1279 for office storage and lay out parking spaces (renewal amended scheme) – refused
- 8.4 94/0947 - erect two storey office block with roof accommodation by extending that at 1279 and use roofspace in 1279 for office storage and lay out parking spaces – refused
- 8.5 90/0811 - demolish existing buildings at no 1281 to 1283 erect two storey office blocks with roof accommodation by extending that at 1279 and use roofspace in 1279 for office storage and lay out parking spaces – granted
- 8.6 85/1404 - use first floor flat as offices – granted
- 8.7 85/0456 - erect porch at front – granted

9 Recommendation

Members are recommended to GRANT PLANNING PERMISISON 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: 528_P102C, 528_P103, 528_P104D, 528_P106D

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

03 The external materials for the development hereby approved shall be Cembrit fibre cement cladding (S212, S101, S030 and red oxide), dark grey aluminium windows and doors RAL 7043 and frameless glass balustrades as detailed on approved plan reference 528_P104D unless otherwise previously agreed in writing with the Local Planning Authority. The development shall only be carried out in full accordance with the approved details before it is brought into use.

Reason: To safeguard the visual amenities of the area and ensure an acceptable environment for future residents, in accordance with policies This is as set out in Core Strategy (2007) policy KP2 and CP4, Development Management Document (2015) Policies DM1 and DM3 Southend Design and Townscape Guide (2009).

04 Prior to occupation of the extensions and alterations hereby approved the proposed, first and second floor windows in the west flank elevations of the building and the 2nd floor windows in the rear elevation shall be glazed in obscure glass (the glass to be obscure to at least Level 4 on the Pilkington Levels of Privacy, or such equivalent as may be agreed in writing with the local planning authority) and fixed shut and unopenable. In the case of multiple or double glazed units at least one layer of glass in the relevant units shall be glazed in obscure glass to at least Level 4. The windows shall be retained as such in perpetuity thereafter.

Reason: To avoid overlooking and the resultant loss of privacy of the adjoining development site, in accordance with the National Planning Policy Framework (2018) Core Strategy (2007) policies KP2 and CP4, and Development Management Document (2015) policy DM1 and advice contained within the Design and Townscape Guide (2009).

05 The extension hereby approved shall not be occupied until 10 car parking spaces have been provided and made available for use at the site in accordance with drawing reference 528_P106D. The parking spaces shall be permanently retained thereafter only for the parking of occupiers of and visitors to the development hereby approved.

Reason: To ensure that adequate car parking is provided and retained to serve the development in accordance with Policies DM15 of the Council's Development Management Document (2015) and CP3 of the Core Strategy (2007).

06 Prior to the first occupation of the extensions and alterations hereby approved, design details shall be submitted for the boundary treatments and any changes to the hardsurfacing of the parking areas at the site. The development shall then be carried out in full accordance with the approved details prior to the first occupation of the extensions and alterations hereby approved and shall be retained as such in perpetuity.

Reason: To ensure the provision of adequate cycle parking and refuse storage in accordance with policy CP3 of the Core Strategy (2007) and policy and DM15 of Development Management Document (2015).

07 Prior to the first occupation of the extensions and alterations hereby approved, design details shall be submitted for the provision of the commercial refuse store and the proposed cycle store at the site. The approved refuse and cycle stores shall be provided in full and made available for use by the occupants of the development prior to the first occupation of the extensions and alterations hereby approved and shall be retained as such in perpetuity.

Reason: In the interests of visual amenity and the amenities of occupiers and to ensure a satisfactory standard of landscaping pursuant to Policy CP4 of the Core Strategy (2007) and policies DM1, DM3 and DM5 of the Development Management Document (2015) and advise contained within the Southend Design and Townscape Guide (2009).

08 Prior to occupation of the extensions hereby approved, appropriate water efficient design measures as set out in Policy DM2 (iv) of the Development Management Document to limit internal water consumption including measures of water efficient fittings, appliances and water recycling systems such as grey water and rainwater harvesting shall be implemented for the development in accordance with details that have previously been submitted to the local planning authority and approved in writing and thereafter retained in perpetuity.

Reason: To minimise the environmental impact of the development through efficient use of water in accordance with the National Planning Policy Framework (2018), Core Strategy (2007) Policy KP2, Development Management Document (2015) Policy DM2 and Design and Townscape Guide (2009).

09 Prior to the first occupation of the extensions hereby approved, the soft landscaping works as shown on approved plan reference 528_P106D shall be carried out at the site. Any trees or shrubs dying, removed, being severely damaged or becoming seriously diseased within five years of planting shall be replaced with trees or shrubs of such size and species as may be agreed with the Local Planning Authority

Reason: In the interests of visual amenity and the amenities of occupiers and to ensure a satisfactory standard of landscaping pursuant to Policy CP4 of the Core Strategy (2007) and policies DM1, DM3 and DM5 of the Development Management Document (2015) and advise contained within the Southend Design and Townscape Guide (2009).

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

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

Informatives

01 Please note that the development the subject of this application is liable for a charge under the Community Infrastructure Levy Regulations 2010 (as amended). 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.

02 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.

03. The applicant is advised to contact the Airport Authority if a crane or piling rig is required to construct the proposed development as this will need to be safeguarded separately and dependant on location may be restricted in height. Any crane applications should be directed to sam.petrie@southendairport.com / 01702 538521.

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.