

# Appendices

- Appendix 1    Review of Consultation Responses
- Appendix 2    Planning History - Table of Relevant Applications
- Appendix 3    Policy Background
- Appendix 4    Affected Trees covered by TPO
- Appendix 5    Planning Conditions
- Appendix 6    Heads of Terms for S106 Agreement
- Appendix 7    Key Application Plans
- Appendix 8    Southend Borough Council's EIA Scoping Response

**Appendix 1    Review of Consultation  
Responses**

### Summary of public and local business comments

No	Consultee	Object/Support	Key matters of concerns / comments	Further details	Where is matter addressed in report
1	Resident	Object	Resultant traffic concerns Pollution	Pollution concerns associated with traffic.	Section 6, Point 3 Section 6, Point 13
2	Resident	Object	Closure of existing pedestrian routes Resultant traffic concerns Proposed pedestrian and cycle routes	Removal of underpass.  Inadequate pedestrian and cycle routes.	Section 6, Point 3 Section 6, Point 3 Section 6, Points 3 and 6
3	Resident	Object	Resultant traffic concerns Non-Residential uses Residential provision Crime and adverse social & health impacts	Request traffic implications to be fully explored. Additional retail and community space not required. Increased identification of site not required.	Section 6, Point 3 Section 6, Point 1 Section 6, Point 2 Section 6, Point 13
4	Resident	Object	Resultant traffic concerns Adverse economic impacts Undermining vitality of shops on Southchurch Road		Section 6, Point 3 Section 6, Point 1 Section 6, Point 1
5	Resident	Object	Closure of existing pedestrian routes Resultant traffic concerns	Removal of underpass.	Section 6, Point 3 Section 6, Point 3
6	Resident	Object	Scale and massing	Misunderstanding in relation to building / AoD heights.	Section 6, Points 5 and 7
7	Business Owner	N/A	N/A	Confirmation of agent correspondence details.	
8	Resident	N/A	N/A	Request for clarification (building heights)	
9	Resident	N/A	N/A	Request for clarification (building heights)	
10	Resident	Object	Scale and massing Residential amenity Community infrastructure Parking Closure of existing pedestrian routes Resultant traffic concerns Road safety Pollution Residential quality Residential density	Including disruption during construction Health and education services Inadequate quantum and electric vehicle provision. Removal of underpass.	Section 6, Points 5 and 7 Section 6, Point 9 Section 6, Point 10 Section 6, Point 3 Section 6, Point 3 Section 6, Point 3 Section 6, Point 3 Section 6, Point 13 Section 6, Points 2 and 5 Section 6, Point 2
11	Resident	Object	Crime and adverse social & health impacts		Section 6, Point 10
12	Business Owner	N/A	N/A	Request for clarification (notices)	
13	Resident	Object	Principle of redevelopment Residential amenity Service charges	Demolition/replacement of buildings. Noise Building maintenance	Section 6, Point 1 Section 6, Point 9 Section 8
14	Resident	Object	Resultant traffic concerns	Cumulative impact	Section 6, Point 3

No	Consultee	Object/Support	Key matters of concerns / comments	Further details	Where is matter addressed in report
15	Resident	Object	Scale and massing Residential amenity Affordable housing Crime and anti-social behaviour Closure of existing businesses Flood Risk Community infrastructure Adverse impacts on Southend Town Centre Daylight/Sunlight/Overshadowing Parking	Including disruption during construction Too much affordable housing  Loss of existing parking and increased parking pressure	Section 6, Point 5 and 7 Section 6, Point 9 Section 6, Point 2 Section 6, Point 12 Section 6, Point 1 Section 6, Point 13 Section 6, Point 10 Section 6, Point 1 Section 6, Point 9 Section 6, Point 3
16	Resident	Object	CPO of residential property		Section 8
17	Resident	Support	Heritage Crime and anti-social behaviour	Relationship with All Saints Church Reduction	Section 6, Point 8 Section 6, Point 10
18	Business Owner	Support	Placemaking Employment Civic pride Regeneration	Increased opportunities and quality of employment spaces.	Section 6, Points 5 and 6 Section 6, Points 1 and 10 N/A Section 6, Points 1, 10 and 14
19	Business Owner	Support	Regeneration Housing delivery Open space provision Employment	Opportunities for creative industries helping to support culture and creativity	Section 6, Points 1, 10 and 14 Section 6, Point 2 Section 6, Point 6 Section 6, Point 1 and 10
20	Residents Group	Support	Housing Pedestrian routes and safety Safety Consultation	Improved quality. Removal of underpass and overpass. Reducing risk of crossing roundabout. Including collaborative design with the applicant.	Section 6, Point 2 Section 6, Points 5, 6 and 10 Section 6, Point 3 Section 3

## Appendix 2 Planning History - Table of Relevant Applications

Reference	Address	Proposal	App Type	Decision	Date Decision Issued
20/00703/ RSO	Queensway	Outline element: Proposed development of Queensway ; Phased demolition of 441 residential units, commercial and residential properties on Southchurch Road and The Range Shopping centre, pedestrian footbridge and associated structures, erect up to 1800 residential dwellings (Use class C3) including affordable housing, up to 10,000sqm of commercial units comprising of retail and cafes (Use Class A1,A2,A3,A4 and A5), Employment space (Use Class B1); Light industry (Use Class B1(c), Workshops/Studios (Use Class B2 and Sui Generis), Community nursery (Use Class D1) and Leisure (Use Class D2), provide new public open space associated landscaping and public realm enhancements, car parking and associated infrastructure Detailed element : Phased engineering works to remove roundabout at Queensway, Sutton Road, Southchurch Road, and associated underpass to raise Queensway to provide a new 4 lane carriageway at grade with footpath, cycle lane, bus facilities, public real and associated landscaping; a new roundabout at grade , linking Southchurch Road and Queensway and closure of Sutton Road (Request for scoping opinion)	Request for Scoping Opinion	Scoping Opinion issued	27.07.20
16/02247/ RSE	Queensway	Mixed use development comprising up to 1250 residential units, up to 3000 sqm of non-residential floorspace, district heating plant, associated public real, highways works and access (Request for Screening Opinion)	Request for Screening Opinion	EIA Required	22.03.17
<b>Southchurch Road</b>					
87/0885	137 Southchurch Road	USE SHOP AS ESTATE AGENT'S OFFICE	Plan App Application Type F	Grant Conditional Permission	09.09.1987
88/1032	139 Southchurch Road	USE GROUND FLOOR AS ESTATE AGENTS	Plan App Application Type F	Grant Conditional Permission	17.08.1988
89/0568	65A Southchurch Road	USE RESIDENTIAL FLAT AS OFFICE	Plan App Application Type F	REFUSE PERMISSION	14.06.1989
89/0184	Sutton Arms 79 Southchurch Road	INSTALL ILLUMINATED FASCIA SIGNS AND ILLUMINATED WALL SIGNS AT GROUND FLOOR LEVEL - DEBONAIRS PUBLIC HOUSE, 77/79 SOUTHCHURCH ROAD	Plan App Application Type A	GRANT CONDITIONAL PERMISSION	22.03.1989
90/0174	65A Southchurch Road	USE FIRST FLOOR RESIDENTIAL FLAT AS OFFICE AND LAY OUT PARKING WITH VEHICULAR ACCESS ONTO SERVICE ROAD AT REAR	Plan App Application Type FA	REFUSE PERMISSION	04.04.1990

90/0834	139 Southchurch Road	ERECT PART SINGLE/PART TWO STOREY EXTENSION TO OFFICES	Plan App Application Type F	Grant Conditional Permission	17.10.1990
92/0746	139 Southchurch Road	ERECT SINGLE STOREY REAR EXTENSION TO OFFICES.	Plan App Application Type F	Grant Conditional Permission	16.11.1992
92/0080	75A Southchurch Road	RETAIN USE OF FIRST FLOOR AS FLAT IN MULTIPLE OCCUPATION	Plan App Application Type FR	REFUSE PERMISSION	13.05.1992
92/0741	75A Southchurch Road	RETAIN AND ALTER FIRST FLOOR REAR EXTENSION AND USE REAR OF 1ST FLOOR FOR MULTIPLE RESIDENTIAL OCCUPATION.	Plan App Application Type FA	GRANT CONDITIONAL PERMISSION	09.12.1992
92/0742	75A Southchurch Road	FORM NEW ENTRANCE AND USE FRONT OF FIRST FLOOR FOR MULTIPLE RESIDENTIAL OCCUPATION.	Plan App Application Type F	GRANT PERMISSION	09.12.1992
93/0953	65 Southchurch Road	CONVERT FIRST FLOOR FLAT INTO TWO SELF CONTAINED FLATS ERECT EXTERNAL STAIRCASE AND PROVIDE PARKING AREA AT REAR	Plan App Application Type F	GRANT CONDITIONAL PERMISSION	05.01.1994
94/0696	Sutton Arms 79 Southchurch Road	ALTER FRONT AND SIDE ELEVATIONS	Plan App Application Type F	GRANT PERMISSION	07.09.1994
94/0697	Sutton Arms 79 Southchurch Road	INSTALL ILLUMINATED FASCIA HANGING AND PROJECTING SIGNS AND AMENITY BOARDS	Plan App Application Type A	GRANT CONDITIONAL PERMISSION	07.09.1994
94/0703	137A Southchurch Road	USE FIRST FLOOR PREMISES (CLASS B1) AS NHS CONSULTING ROOMS (CLASS D1)	Plan App Application Type F	Grant Permission	14.09.1994
95/0580	95 Southchurch Road	INSTALL ILLUMINATED FASCIA SIGNS TO FRONT AND SIDE ELEVATIONS	Plan App Application Type A	GRANT CONDITIONAL PERMISSION	31.08.1995
95/0727	95 Southchurch Road	INSTALL ROLLER SHUTTERS TO SHOPFRONT	Plan App Application Type F	GRANT CONDITIONAL PERMISSION	14.09.1995
00/00726/ FUL	73 Southchurch Road	Install new shopfront	Full Application	GRANT CONDITIONAL PERMISSION	29.08.2000
02/01436/ FUL	131 Southchurch Road	Use retail shop (Class A1) as beauty salon (sui generis) and install shopfront	Full Application	WITHDRAWN	09.12.2002
04/00882/ FUL	137A Southchurch Road	Use first floor office (Class B1) as self contained flat (Class C3)	Full Application	Not Proceeded With	22.06.2004
04/00993/ FUL	137A Southchurch Road	Convert first floor office (Class B1) into one self contained flat (Class C3)	Full Application	Refuse Permission	13.10.2004
04/01698/ FUL	137A Southchurch Road	Retain use of first floor as one self contained flat (Class C3) (Retrospective) (Amended Proposal)	Full Application	Refuse Permission	02.02.2005
04/00907/ FUL	125 Southchurch Road	Erect first floor extension to rear and convert first floor premises into 5 self contained flats and alter elevations	Full Application	REFUSE PERMISSION	16.08.2004
04/01454/ FUL	125 Southchurch Road	Erect first floor extensions to rear and convert first floor premises into 5 self contained flats and alter elevations (Amended Proposal)	Full Application	GRANT CONDITIONAL PERMISSION	11.11.2004

05/01564/ FUL	103 - 103A Southchurch Road	Erect first floor infill extension and convert first floor and rear part of ground floor into three self contained flats	Full Application	Grant Permission	03.01.2006
06/00136/ FUL	125 Southchurch Road	Enclose external staircase to side and erect porches to ground and first floor	Full Application	GRANT CONDITIONAL PERMISSION	05.04.2006
06/01004/ FUL	139 Southchurch Road	Convert first floor office (Class B1) into one self contained flat (Class C3)	Full Application	Grant Permission	25.09.2006
06/00467/ FUL	131 Southchurch Road	Use retail shop (class A1) as restaurant (class A3)	Full Application	GRANT CONDITIONAL PERMISSION	10.07.2006
07/00664/ FUL	125 Southchurch Road	Erect single storey extension at first floor rear to form additional accommodation to existing flat	Full Application	GRANT CONDITIONAL PERMISSION	02.07.2007
07/00564/ FUL	55 - 57 Southchurch Road	Use retail unit (Class A1) as betting office (Class A2)	Full Application	GRANT PERMISSION	08.06.2007
07/01083/ FUL	55 - 57 Southchurch Road	Install new shopfront to Chichester Road and Southchurch Road elevations and install roller shutters to Southchurch Road elevation	Full Application	GRANT CONDITIONAL PERMISSION	04.09.2007
07/01221/ FUL	129 Southchurch Road	Replace slate roof with concrete tiles	Full Application	GRANT PERMISSION	21.09.2007
08/00618/ FUL	63 Southchurch Road	Change of use of ground floor shop (class A1) to hot food takeaway (Class A5) Install extract duct to rear	Full Application	GRANT CONDITIONAL PERMISSION	02.07.2008
08/01004/ FUL	125 Southchurch Road	Erect ground and first floor extensions to rear with external staircase to first floor, change use of snooker hall (Class D2) to two retail units (Class A1) to front of ground floor and 4 self contained flats to rear of ground and basement floors, install new shopfront alter elevations and form refuse and cycle stores to rear	Full Application	GRANT CONDITIONAL PERMISSION	06.10.2008
09/01540/ FUL	63 Southchurch Road	Erect single storey rear extension (Retrospective)	Full Application	GRANT CONDITIONAL PERMISSION	15.10.2009
09/00112/ FUL	125 Southchurch Road	Erect second floor and alterations to first floor incorporating one new self contained flat and enlargement to existing flats, change of use of snooker hall (Class D2) to two retail units (Class A1) to front of ground floor and 4 self contained flats to the rear of ground floor and basement level, install new shopfront, alter elevations and form refuse and cycle stores to rear	Full Application	GRANT CONDITIONAL PERMISSION	25.03.2009
09/00921/ FUL	125 Southchurch Road	Erect second floor incorporating 3 self contained flats and alterations to first floor, change of use snooker hall (Class D2) to 2 retail units (Class A1) to front of ground floor and 4 self contained flats to the rear of ground floor and basement level, install new shopfront, alter elevations and form refuse and cycle store to rear (Amended Proposal)	Full Application	GRANT CONDITIONAL PERMISSION	28.07.2009

10/00619/ AD	125 Southchurch Road	Application for approval of details pursuant to Conditions 02 (Materials) and 03 (Internal Sound Insulation) of planning permission SOS/09/00921/FUL	Approval of Details	GRANT PERMISSION	14.07.2010
10/00868/ OUT	125 Southchurch Road	Erect second floor incorporating 5 self contained flats and alterations to first floor, change of use snooker hall (Class D2) to 2 retail units (Class A1) to front of ground floor and 4 self contained flats to the rear of ground floor and basement level, install new shopfront, alter elevations and form refuse and cycle store to rear (Amended Proposal)	Outline Application	REFUSE PERMISSION	02.08.2010
09/01689/ FUL	65 Southchurch Road	Convert self contained flat at first floor into 3 self-contained flats and 14 sqm of office space (Class B1), extend vehicular access onto Essex Street, lay out 1 additional car park space and 2 cycle spaces, amenity area, bin storage and erect gates at rear and alter elevations	Full Application	REFUSE PERMISSION	18.12.2009
10/00255/ FUL	75 Southchurch Road	Install new shop front	Full Application	GRANT CONDITIONAL PERMISSION	20.04.2010
10/00384/ FUL	65 - 67 Southchurch Road	Convert self contained flat at first floor into two self contained flats and office space (class B1) lay out car parking spaces and alter elevations (amended proposal)	Full Application	GRANT CONDITIONAL PERMISSION	01.06.2010
14/01746/ PA3COU	The Southchurch Centre 93 - 99 Southchurch Road	Change of use of first and second floors of existing office use (Class B1) to 16 self-contained flats (Class C3) under Prior Notification of Class J (Town and Country Planning General Permitted Development Order 1995 (As Amended) Class, J, Part 3, Schedule 2)	Prior Approval Change of Use Part 3	COU PRIOR APP GRANTED	16.12.2014
15/00050/ FUL	The Southchurch Centre 93 - 99 Southchurch Road	Erect additional floor to form seven self contained flats with roof garden.	Full Application	REFUSE PERMISSION	10.03.2015
15/01314/ FULM	The Southchurch Centre 93 - 99 Southchurch Road	Erect two additional floors to form twelve self contained flats with terraces and roof garden.	Full Application Major	REFUSE PERMISSION	12.11.2015
15/02160/ FUL	131 Southchurch Road	Erect first floor extension to form additional training area	Full Application	REFUSE PERMISSION	23.02.2016
16/02024/ FUL	The Southchurch Centre 93 - 99 Southchurch Road	Change of use from vacant unit (Class A2) to a hot food takeaway (Class A5), install new shopfront, alter rear elevation and install extraction and ventilation equipment to rear	Full Application	REFUSE PERMISSION	04.01.2017
16/00375/ FUL	71 - 73 Southchurch Road	Install external staircase to side and new shopfront with roller shutters	Full Application	GRANT CONDITIONAL PERMISSION	27.04.2016



17/00926/ FUL	71 - 73 Southchurch Road	Convert offices (Class B1(a)) into seven bedroom HMO (Sui Generis) and install roof lantern	Full Application	REFUSE PERMISSION	24.07.2017
17/01826/ FUL	71 - 73 Southchurch Road	Install ATM cash machine to front elevation (Retrospective)	Full Application	GRANT PERMISSION	03.01.2018
17/01949/ FUL	71 - 73 Southchurch Road	Convert offices (Class B1(a)) into seven bedroom HMO (Sui Generis) and install roof lantern (Amended Proposal)	Full Application	REFUSE PERMISSION	12.01.2018
18/00296/ FUL	71 - 73 Southchurch Road	Convert offices (Class B1(a)) into seven bedroom HMO (Sui Generis) and install roof lantern (Amended Proposal)	Full Application	WITHDRAWN	09.03.2018
18/00314/ PA3COU	71 - 73 Southchurch Road	Change of use to first floor existing offices (Class B1(a)) into three self contained flats (Class C3)(Prior Approval)	Prior Approval Change of Use Part 3	PRIOR APPROVAL REFUSED COU	16.04.2018
19/00533/ PA3COU	71 - 73 Southchurch Road	Change of use to first floor existing offices (Class B1(a)) into three self contained flats (Class C3)(Prior Approval)	Prior Approval Change of Use Part 3	PRIOR APPROVAL REFUSED COU	15.05.2019
19/00912/ PA3COU	71 - 73 Southchurch Road	Change of use to first floor existing offices (Class B1(a)) into three self contained flats (Class C3)(Prior Approval)(Amended Proposal)	Prior Approval Change of Use Part 3	COU PRIOR APP GRANTED	01.07.2019
20/02130/ FUL	Food And Wine	Demolish existing store to rear and erect a two storey replacement store comprising of store area at ground floor level with cycle and bin stores, timber fence and gates to rear and one self-contained flat at first floor level with external staircase, alterations to elevations, terrace areas and install PV panels to side elevation	Full Application	REFUSE PERMISSION	08.02.2021
20/01959/ PA3COU	The Southchurch Centre 93 - 99 Southchurch Road	Change of use to rear part of ground floor to one self-contained flat and alterations to rear elevation (Prior Approval)	Prior Approval Change of Use Part 3	PRIOR APPROVAL REFUSED COU	11.01.2021
<b>Chichester Road</b>					
99/0337	Quantock House Chichester Road	REPLACE WINDOWS WITH UPVC DOUBLE GLAZED WINDOWS ENCLOSE BALCONIES AND CLAD CONCRETE WITH COLOURED PROTECTIVE COATING	Plan App Application Type 3	GRANT PERMISSION	26.05.1999
17/01315/ FUL	10 Chichester Road	Install ATM cash machine to front elevation and alter shopfront (Retrospective)	Full Application	GRANT CONDITIONAL PERMISSION	13.10.2017
<b>Short Street</b>					
83/1010	The Range 3 Short Street	ERECT RETAIL STORE (2736 SQ.M.GROSS) WITH EXTERNAL GARDEN CENTRE LAY OUT CAR PARK AND LOADING/UNLOADING AREA AND FORM VEHICULAR ACCESSSES TO SHORT STREET; LAY OUT STAFF CAR PARK FOR VICTORIA STATION AND FORM SLIP ROAD OFF QUEENSWAY TO PROVIDE TAXI RANK AND KISS'N'RIDE FACILITY - LAND NORTH OF QUEENSWAY AND EAST OF VICTORIA STATION	Plan App Application Type F	GRANT CONDITIONAL PERMISSION	26.06.1986

01/00161/ FUL	B & Q 3 Short Street	Erect sprinkler tank and pumphouse to front elevation	Full Application	REFUSE PERMISSION	06.04.2001
08/00776/ RSO	Former B And Q, Royal Mail, Youth Centre, Council Car Park And Industrial Warehouse Short Street	Redevelop site with retail food store, petrol filling station, residential development, community youth centre, new royal mail facility and light industrial units (Request for Scoping Opinion)	Request for Scoping Opinion	SCOPING/SCRE NING OPINION ISSUED	18.08.2008
10/01092/ RSE	Former B And Q, Royal Mail, Youth Centre, Council Car Park And Industrial Warehouse Short Street	Redevelop site with retail food store, pedestrian bridge connecting to the Victoria Plaza shopping centre, community youth centre, new access arrangements, associated highways improvements, landscaping, car and cycle parking (Request for Screening Opinion)	Request for Screening Opinion	SCOPING/SCRE NING OPINION ISSUED	01.07.2010
10/02204/ FULM	Former B And Q, Royal Mail, Youth Centre, Council Car Park And Industrial Warehouse Short Street	Demolish existing buildings, erect four storey building for use as Supermarket (Class A1) incorporating a link pedestrian bridge connecting to the Victoria Plaza Shopping Centre, integral car park, associated plant installation and service yard including ramp, erect replacement two storey Youth Centre (Class Sui Generis) incorporating sports hall and theatre, associated plant installation, layout associated access roads, highway improvements, vehicular accesses, car and cycle parking, landscaping, seating areas, bin store and boundary fencing.	Full Application Major	FINALLY DISPOSED OF	
14/01370/ DEM	Focus Youth Centre Short Street	Demolish existing building	Demolition	PRIOR APPROVAL IS REQUIRED/GRA NT	17.09.2014
20/01825/ AMDT	The Range 3 Short Street	Application to vary condition 05 (sale of food, drink, tobacco, toiletries, soap or household cleaning materials which can be sold from the premises is restricted) - amend condition - to sell a limited range of food and drink products for consumption off the premises from up to 250sqm net. of existing retail space - (Minor material Amendment of planning permission SOS/83/1010 dated 26/06/1986	Minor Amendment	GRANT CONDITIONAL PERMISSION	26.02.2021
<b>Coleman Street</b>					
99/00782/ TEL	Chiltern House	Install radio antennae, equipment cabin and ancillary development	Prior Notification Telecommunications	PRIOR APPROVAL IS NOT REQUIRED	17.09.1999
00/01285/ BC3	Malvern Chiltern And Pennine	Erect 1.8 metre high vertical bar fencing to perimeter of Malvern Chiltern and Pennine and form new visitors car park	Borough Council Regulation 3	GRANT CONDITIONAL PERMISSION	07.02.2001
07/01601/ FUL	Coleman Street Community Centre	Erect single storey infill extensions and form new entrance on north elevation	Full Application	GRANT CONDITIONAL PERMISSION	04.01.2008
09/01167/ BC3	Malvern	Install replacement entrance doors and screens	Borough Council Regulation 3	GRANT CONDITIONAL PERMISSION	13.08.2009
09/01168/ BC3	Pennine	Install replacement entrance doors and screens	Borough Council Regulation 3	Grant Conditional Permission	14.08.2009

17/00756/ FUL	Coleman Street Chapel	Change of use of Church outbuilding from place of worship (Class D1) to dwelling house (Class C3)	Full Application	Grant Conditional Permission	13.07.2017
<b>Essex Street</b>					
04/00881/ FUL	30 Essex Street	Use workshop as dwellinghouse (Class C3) and alter front elevation	Full Application	REFUSE PERMISSION	13.08.2004
13/00008/ DEM	Queensway House	Demolish Queensway House and multi- storey car park (Application for Prior Approval for Demolition)	Demolition	PRIOR APPROVAL IS REQUIRED/GRA NT	05.02.2013
13/00009/ BC3	Queensway House	Demolish office block and multi storey car park and change of use to car park and minor alterations to footbridge	Borough Council Regulation 3	GRANT CONDITIONAL PERMISSION	06.02.2013
13/01068/ BC3	Queensway House	Replace plan HW/QWCP/00001 with plan HW/QWCP/00001 Rev A, revised layout and entry point (variation of condition 02 of planning permission 13/00009/BC3 dated 06/02/2013)	Borough Council Regulation 3	GRANT CONDITIONAL PERMISSION	04.09.2013
13/01192/ CLP	Sub Station	Form hardstanding and erect sub-station	Certificate of Lawful Use Dev Proposed	GRANT LAWFUL DEV CERTIFICATE (PROPOSED)	19.09.2013
13/01330/ DEM	Sub Station	Form hardstanding and erect sub station (Application for Prior Approval)	Demolition	PRIOR APPROVAL IS GRANTED	19.09.2013
16/01291/ PA3COU	First Floor Venture House	Change of use of first floor office (Class B1) to residential dwelling (Class C3) (Prior Approval)	Prior Approval Change of Use Part 3	COU PRIOR APP GRANTED	13.09.2016
16/01292/ PA3COU	Ground Floor Venture House	Change of use of ground floor office (Class B1) to residential dwelling (Class C3) (Prior Approval)	Prior Approval Change of Use Part 3	COU PRIOR APP GRANTED	13.09.2016
<b>Sutton Road</b>					
10/00813/ BC3	5 - 29A Sutton Road	Install replacement UPVC windows and doors	Borough Council Regulation 3	GRANT PERMISSION	16.06.2010

## Appendix 3 Policy Background

This analysis examines in more detail the policies that are most relevant to the planning application and appraises the proposed development against these statutory development plan policies. This analysis focuses on the most relevant policies to the determination of the application.

The below tables are set out under each statutory document. The tables both list and describe the policies and provides commentary to assess how the proposed development addresses to the policy requirements. The full policy wording should be referred to alongside the key requirements.

Overall, the development proposals are considered to fully comply with all but three areas of the development plan. These areas are: affordable housing provision; impact upon the setting of some heritage assets; and parts of Policy PA4 (specifically impacts on the setting of some heritage assets and a different arrangement of open space to that envisaged by the Policy). This relatively modest non-compliance should be assessed and carefully weighed in the context of the Local Plan and the NPPF, taken as a whole, in accordance with the presumption in favour of sustainable development.

**Table 1: Analysis of the proposal's compliance with the Southend Core Strategy (2007)**

Policy	Key Requirements	Comment	Compliant /Non-Compliant
KP1 - Spatial Strategy	The primary focus of regeneration and growth within Southend will be in Southend Town Centre and Central Area – to regenerate the existing town centre, as a fully competitive regional centre, led by the development of the University Campus, and securing a full range of quality sub-regional services to provide for 6,500 new jobs and providing for at least 2,000 additional homes in conjunction with the upgrading of strategic and local passenger transport accessibility, including development of Southend Central and Southend Victoria Stations as strategic transport interchanges and related travel centres. Successful regeneration and growth on the scale planned will require substantial improvements to transport infrastructure and accessibility in the Borough.	The proposal regenerates a key site partly within Southend Town Centre and entirely within Southend Central Area to provide a residential-led mixed use development together with highway works. The proposal provides for up to 1,760 new dwellings, making a substantial contribution towards the Policy objective of providing at least 2,000 additional homes. Economic benefits will be delivered to the Town contributing towards the economic objectives of sustainability. The outline parameters allow for a wide and complementary range of retail, employment, community and leisure facilities and spaces to be developed via the Reserved Matters. This will create a number of new jobs, contributing towards the Policy objective to provide up to 6,500 new jobs. Phased engineering works to the Queensway and surrounding public realm will improve transport infrastructure and accessibility.	Compliant
KP2 – Development Principles	All new development should contribute to economic, social, physical and environmental regeneration in a sustainable way. Achieved by:	The proposal redevelops a previously developed and underutilised site, from various uses including residential, commercial and surface level underutilised car parking to a new	Compliant

Policy	Key Requirements	Comment	Compliant /Non-Compliant
	<p>Making the best use of previously developed land, ensuring development proposals do not place a damaging burden on existing infrastructure, ensuring that sites and buildings are put to best use, securing improvements to transport networks, infrastructure and facilities, promoting improved and sustainable modes of travel, securing improvements to the urban environment through quality design, proposals should reflect the character and scale of the existing neighbourhood where appropriate, reducing the use of resources and maximising the use of renewable and recycled energy, water and other resources, enhance the ecological and amenity value of the environment and avoid and mitigate potential pollution impacts.</p>	<p>residential-led mixed use scheme in accordance with the Land Use Parameter Plan. It will also deliver improvements to a section of the Queensway road and its junction with Southchurch and Sutton Roads.</p> <p>Existing residents will have the opportunity to be relocated into a new residential unit as part of the phasing strategy (to be secured via legal agreement), while there will also be an overall uplift in residential dwellings on the site. Similarly, commercial and community space will be re-provided as part of the proposals. Replacement parking and improvements to Queensway and the road junction with Southchurch Road and Sutton Road are proposed, ensuring there is no significant impact on the existing infrastructure, and ensuring there is no loss of resident/occupier/visitor car parking, including designated priority parking.</p> <p>The development will regenerate part of Central Southend providing much needed improvements in terms of connectivity and legibility. It will also deliver much needed housing (including a significant proportion of affordable housing) for the Borough.</p> <p>Economic benefits will be delivered. The proposal will not significantly adversely affect existing highway conditions, with traffic accommodated successfully on the network. Largely beneficial residual effects from the proposed development are also anticipated.</p> <p>The landscaping strategy committed to via the Design Code comprises a network of six spaces connecting across the site and to the surrounding areas to significantly improve connectivity and encourage sustainable walking and cycling modes of active travel.</p> <p>The proposals through sensitive design treatments will respect its setting in character and scale.</p>	

Policy	Key Requirements	Comment	Compliant /Non-Compliant
		<p>This will be secured through the Design Code and planning conditions.</p> <p>Sustainable design characteristics are adopted including renewable energy technologies.</p>	
<p>KP3 – Implementation and Resources</p>	<p>Planning obligations with developers should be provided to ensure the provisions of infrastructure and transportation measures required because of the development proposed, including provisions such as roads, sewers, servicing facilities, car parking, improvements to cycling, walking and passenger transport facilities, educational facilities, affordable housing, open space, environmental enhancements.</p>	<p>Planning obligations and conditions are proposed. These require transport mitigation measures, including the establishment of a Travel Steering Group, cycle parking, Travel Packs (See subsequent appendices for full details). Conditions relate to hours of operation, Construction Management Plans, Noise and Vibration and Dust Management Plans to be agreed, Lighting Management Plans and Drainage Plans.</p>	<p>Compliant</p>
<p>CP1 – Employment Generating Development</p>	<p>Provision is made for no less than 13,000 net additional jobs by 2021. 6,500 in Southend Town Centre and Central Area between 2001-2021.</p> <p>Offices, retailing, leisure and other uses generating large number of people should be focussed in the town centre. Permission will not normally be granted for proposals that involve a loss of existing employment land and premises unless it can be clearly demonstrated the proposal 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.</p> <p>The development will be expected to enhance the towns role as a cultural and intellectual hub, provide for the development and growth of appropriate technology and knowledge-based industries; and improve the opportunities for small and medium size enterprises in all economic sectors, especially education, healthcare, leisure and</p>	<p>The proposal is estimated to create 485 direct full-time equivalent employee jobs during the construction phase (and 470 indirect jobs).</p> <p>The final development could provide in the region of 214 net FTE jobs during operation. Considering the site currently supports 179 FTE jobs this represents a comparative increase of approximately 20%.</p> <p>Located partially within Southend Town Centre and within the Central Area, the proposal will deliver a wide range of jobs in highly accessible locations. The development will replace and increase the quantum of commercial floorspace through a mix of uses including retail, light industrial, offices and leisure and provide up to 10,000sq.m (GIA) of non-residential uses overall. This represents a net increase of up to 1,547sqm (GIA) overall.</p>	<p>Compliant</p>

Policy	Key Requirements	Comment	Compliant /Non-Compliant
	tourism.		
CP2 – Town Centre and Retail Development	<p>Southend town centre is identified as the key location for all forms of retail development. This development should contribute to the centre's vitality and viability and must be appropriate to the function, size and character of the centre.</p> <p>Additional comparison goods and convenience goods floorspace will be located in accordance with the sequential preference, whereby it should firstly be located within Southend Town Centre, and following this, on the edge of Southend Town Centre, where the development will contribute to and not prejudice the regeneration and renaissance objectives of the town centre. Following this it should be distributed to existing centres as set out in the hierarchies for both comparison and convenience goods.</p>	<p>The majority of the site is located outside of Southend Town Centre, within 500m/10 minutes walking distance from the town centre at its furthest point. In addition, the existing buildings to the north of Southchurch Road are located within a secondary shopping frontage of Southend Town Centre. The proposed development will deliver up to 10,000sqm of commercial floorspace, of which up to 5,000sqm could provide retail floorspace. The Land Use Parameter Plan requires that no more than 1,500sqm (GIA) of this floorspace is located outside of the Primary Shopping Area. This complies with the sequential approach outlined at Policy CP2. Commitment in the Design Code to provide active frontages along Southchurch Road and other Primary Building Frontages will ensure that the vitality and viability of Southend Town Centre is enhanced.</p>	Compliant
CP3 – Transport and Accessibility	<p>Improvements to transport infrastructure and services will be sought where they are necessary to unlock key development sites and secure the sustainable jobs led regeneration and growth in Southend. Achieved by a number of objectives, including : (1b) improving accessibility to key development opportunity sites; (1c) providing for the development of high quality transport interchanges at Southend Victoria Railway Station; and (2) widening travel choice, including through cycling and walking.</p> <p>High density developments or proposals that generate large traffic movements will be directed to areas well served by a range of transport modes. All development will need to reduce sole reliance on the car for accessibility by sustainable modes of transport.</p>	<p>The detailed element of the proposed development will deliver improvements to Queensway which will help to unlock the wider regeneration of the Better Queensway site and improve accessibility for pedestrians and cyclists, thereby increasing opportunities for sustainable modes of transport.</p> <p>The site is located in close proximity to bus stops and central train stations . However, pedestrian and cycle link through the site to these transport nodes are poor and provide unpleasant and convoluted routes for pedestrians and cyclist resulting in poor legibility and connection with surroundings. It is allocated for the proposed uses, embraces sustainable transport opportunities and appropriately provides for high density development within an area well served by a range of transport modes – notably Southend Victoria Railway Station.</p>	Compliant

Policy	Key Requirements	Comment	Compliant /Non-Compliant
		The proposal seeks to reduce reliance on the car by promoting alternative transport modes and committing to car clubs.	
CP4 – Environment and Urban Renaissance	Development proposals are expected to: Contribute to high quality, sustainable urban environments achieved by high quality, innovative design. Maximise previously developed land, ensuring design solutions maximise the use of sustainable and renewable resources in the construction of development and the final development. Maintain and enhance amenities, appeal and character of residential areas, protecting urban open spaces and the biodiversity of the area.	The proposal involves the redevelopment of an existing underutilised developed site for a new high quality residential-led mixed use scheme and road and connectivity improvements. The development will ensure brownfield land is optimised, regenerating part of Central Southend and providing new dwellings, commercial floorspace and facilities for the town. The Design Code will help to foster distinction and sense of place across the site and within each character area, particularly at All Saints Civic Square, which is required to be delivered as a public square. A minimum of 10% of the development's energy demand is proposed to be delivered from renewable technologies. This will be in the form of photovoltaic panels and Air Source Heat Pumps. A BREEAM 'Excellent' rating is committed to via the Design Code for the commercial floorspace. Limited areas of poor quality open space are proposed to be replaced with a minimum of 0.7ha of open space which is a qualitative enhancement. Development will be achieved without inappropriately harming prevailing site character. In addition, the Design Code aims to achieve a number of aims in line with Policy CP4, including promotion of sustainable development, deliver a high quality public realm, creating a safe, permeable and accessible public realm and safeguarding and enhancing the historic environment, heritage and archaeological assets.	Compliant
CP6 – Community Infrastructure	Development proposals must mitigate their impact on community infrastructure by contributing appropriately to services and facilities that	This proposal will provide a new as well as creating opportunities to provide other leisure and events space for Southend, creating new leisure and community destination	Compliant



Policy	Key Requirements	Comment	Compliant /Non-Compliant
	<p>would be affected. New development should demonstrate that it will not jeopardise the Borough's ability to improve the education attainment, health and wellbeing of local residents and visitors to Southend.</p>	<p>that will add to the availability of facilities in the Town and for local residents. In respect of education, contributions towards Secondary Education will be secured in the S106. CIL payments will go towards primary education and health provision.</p>	
<p>CP7 – Sport, Recreation and Green Space</p>	<p>All existing sport, recreation and green spaces, and small areas of important local amenity, community resource or biodiversity value, will be safeguarded from loss or displacement to other uses, except where it can be demonstrated that alternative facilities of a high standard are being provided in an equally convenient and accessible location to serve the same local community, and there would be no loss of amenity or environmental quality to that community. Any alternative facilities will be required to be provided and available for use before existing facilities are lost.</p> <p>All new housing development should contribute to the provision of additional sport, recreation and green space facilities to a level at least commensurate with the additional population generated by that development, and in accordance with the requirements and guidance set out in the relevant Development Plan Document. This contribution shall normally be in the form of a financial contribution towards new provision or qualitative improvements to existing facilities elsewhere.</p> <p>To meet the requirements generated by the additional dwelling population over the period to 2021 and the need to minimise recreational</p>	<p>The site currently has limited green space apart from the Queensway highway verges to the north and south and adjoining areas of open space with some tree planting which are generally of low quality (majority Category C with no Category A trees) and limited amenity value. Trees along Christchurch Road, Warrior Square North, Milton Street and the Queensway are generally of higher quality (Category B and C) and have greater amenity value. The majority of existing trees identified within the Arboriculturally Impact Assessment (47 out of 85) are either unaffected by the development proposal or proposed to be retained. The only tree covered by TPO is proposed to be retained. The proposals include a comprehensive open space strategy to provide six new areas of open space which will serve specific purposes such as play space and public open space supporting social and communal activities. The Design Code establishes that the new green spaces provided (a total minimum of 0.7ha) will be of a high quality and integrated into the development, to the benefit of the community. In addition, the Play Strategy committed to in the Design Code requires the development to provide 1x equipped play space of 400sqm and 1x equipped play space of 200sqm. This provides 50% of the requisite four play spaces as set out in Policy CP7. The proposed play spaces are well-located to serve the wider community of Southend together with visitors of the town centre.</p>	<p>Compliant</p>

Policy	Key Requirements	Comment	Compliant /Non-Compliant
	<p>pressures on European and international sites for nature conservation, contributions will be focused on the following provision:...</p> <p>(b) at least 4 additional equipped play areas for children and young people, spread evenly across the Borough, (d) at least 4 additional multi-use games areas of 1 x tennis court size (g) qualitative and quantitative improvements to facilities for teenagers.</p>	<p>Phasing of the development (to be secured via planning condition) will ensure that new facilities are provided and available for use prior to loss of existing facilities.</p>	
<p>CP8 – Dwelling Provision</p>	<p>Provisions is made for 3,350 net additional dwellings between 2001 and 2011 and for 3,150 net additional dwellings between 2011 and 2021. 2,000 dwellings are distributed within the Town Centres and Central Area as follows:</p> <ul style="list-style-type: none"> <li>• 1,000 between 2001 and 2011</li> <li>• 750 between 2011 - 2016,</li> <li>• 250 between 2016 and 2021</li> </ul> <p>The Council will resist development proposals that involve the loss of existing valuable residential resources, having regard to the limited land resources in the Borough, the need to safeguard an adequate stock of single family dwellinghouses, and to protect the character of residential areas.</p> <p>To meet local housing needs, the Council will:</p> <ol style="list-style-type: none"> <li>1. require the provision of not less than 80% of residential development on previously developed land;</li> <li>2. Resist proposals that involve the loss of existing valuable residential resources, including safeguarding single family dwellinghouses and protect the character of residential areas;</li> <li>3. Ensure affordable housing provision, including for 50 dwellings/2ha or more to make a provision of at least 30% on</li> </ol>	<p>The proposed development will result in the loss of 492 residential units, of which 79% (240 units) represent affordable housing. The proposal provides up to 177,650sqm of new residential floorspace (up to 1,760 homes). These new dwellings will deliver a mix of dwelling types and sizes, including 17.7% affordable dwellings (up to 312 units) and 10% wheelchair adaptable units. The phasing strategy (to be secured via Section 106 Agreement) will ensure that new dwellings will be built on the site before any existing dwellings are demolished. This will ensure an appropriate decant strategy for existing residents .</p> <p>The loss of the existing dwellings is required to better utilise the site and optimise the delivery of new dwellings, non-residential floorspace and open space in a sustainable way which meets modern needs and makes the Town Centre a more attractive place to live, shop and visit. This represents a key positive feature of the proposal.</p> <p>In terms of the six criteria listed, the development is being provided on previously developed land and will include the re-provision of residential dwellings, as well as a net uplift of up to up to 1,268 dwellings. The submitted planning application will provide 17.7% affordable housing which represents a net gain in affordable housing provision (+ 72 dwellings)</p>	<p>Part-Compliant</p> <p>The proposed development provides for less than 30% of the total number of units as affordable housing.</p>

Policy	Key Requirements	Comment	Compliant /Non-Compliant
	<p>site;</p> <p>4. Promote the provision of housing for key workers in partnership with major employers/ registered social landlords;</p> <p>5. Require residential development schemes within the Borough's town, district and local centres to include replacement and/or new retail and commercial uses;</p> <p>6. Support and require a vibrant mix of employment, residential and community uses on larger sites, to support greater economic and social diversity and sustainable transport principles.</p>	<p>when assessed against the maximum parameters.</p> <p>The proposal will re-provide commercial properties on Southchurch Road as well as providing new commercial uses across the site to enhance the vitality and viability of Southend as a town centre in the Borough.</p>	

**Table 2: Analysis of the proposal's compliance with the Development Management Document (2015)**

Policy	Key Requirements	Comment	Compliant/ Non-compliant
DM1 – Design Quality	<p>Developments should be of a good quality, innovative design that contributes positively to the creation of successful places of a high quality, sustainable design. Development should draw reference from the design principles set out in the Design and Townscape Guide SPD and demonstrate how this guidance has been addressed to achieve high quality, sustainable design. In order to reinforce local distinctiveness, all development should add to the overall quality of the area and respect the character of the site and the surrounding context in terms of height, size, scale, form, massing, density, layout, material, proportions. Proposals should enhance the distinctiveness of place, contribute positively to the space between buildings and their relationship to the public realm; protect the amenity of</p>	<p>The Design Code and Parameter Plans provide the framework by which the proposed development will deliver a high quality design as part of this reimagined town site within Southend Town Centre. Future Reserved Matters Applications will need to accord with the Design Code and Parameter Plans. The land use and maximum height Parameter Plans ensure that heights and massing respond acceptably to the surrounding context of the site and ensure that the spaces and streets between buildings create a development that respects the local context. Notably, the relationship of the site with All Saint's Church will be improved and building heights along Coleman Street will be stepped to relate appropriately with properties on the north side of the road and create a tree lined street. It is acknowledged that mitigation of townscape and visual impacts will be required at</p>	Compliant

Policy	Key Requirements	Comment	Compliant/ Non-complaint
	<p>the site, immediate neighbours, and surrounding area, having regard to privacy, overlooking, outlook, noise and disturbance, visual enclosure, pollution and daylight and sunlight; and, ensure the accessibility of the site for all users, prioritising pedestrians and cyclists, and accessibility to public transport.</p>	<p>the detailed design stage to minimise adverse effects and to ensure the potential of beneficial effects so that overall amenity is protected to an acceptable level. These mitigation measures are outlined within the Design Code and will be secured via planning conditions.</p> <p>Similarly, pollution impacts in all its forms (including noise, air quality, ground conditions) will be controlled through the detailed design stage. Design approaches to ensure appropriate privacy is retained are provided within the Design Code (through separation distances, orientation, landscaping, topography and window treatments in the new development) and daylight/sunlight conditions will be confirmed through the detailed design stage assessment against BRE guidelines as committed through via the Design Code (to be secured via planning condition). The Daylight, Sunlight and Overshadowing Assessment confirms that the development will give rise to significant effects in terms of daylight, sunlight and overshadowing in isolated areas, but that this is expected due to the increase in density and uplift in new homes. Where significant impacts are identified these have in part been addressed through the land use and building height parameter plans. Further mitigation is to be provided through the detailed design stage. These mitigation measures are to be secured via planning conditions.</p> <p>The detailed proposals for the amendments to Queensway ensure that pedestrians and cyclists will be prioritised, while there will be overall improvements to access to sustainable modes of transport.</p>	
DM2 – Low	All proposals should	The proposed development	Compliant

Policy	Key Requirements	Comment	Compliant/ Non-complaint
Carbon Development and Efficient Use of Resources	<p>contribute to reducing energy demand and carbon dioxide emissions.</p> <p>New development that creates additional residential and/or commercial units should be energy and resource efficient including prioritising the use of sustainably sourced material, adopting sustainable construction methods and promoting biodiversity.</p> <p>Development will also be required to incorporate water efficient design measures that limit internal water consumption to 105 litres per person per day and urban greening measures such as soft landscaped open space, tree planting and green roofs from the beginning of the design process.</p> <p>In particular, commercial units should achieve BREEAM 'very good' rating.</p>	<p>adopts renewable energy technology and is predicted to achieve BREEAM 'excellent' status for commercial buildings.</p> <p>The Design Code requires that residential dwellings are energy efficient and, as a minimum, meet the building regulations and statutory sustainability standards current at the time of Reserved Matters Applications.</p> <p>Urban greening is supported through the creation of a new public open space and the Design Code requires that a diverse range of vegetation and tree planting will be encouraged to reduce the urban heat island effect.</p> <p>The requirement to limit internal water consumption to 105 litres per person per day for residential uses will be secured via planning condition.</p>	
DM3 – The Efficient and Effective use of Land	<p>Support for well-designed development that optimises the use of land in a sustainable manner that responds positively to local context and does not lead to an over-intensification, which would result in undue stress on local services, infrastructure (including transport capacity).</p>	<p>The Design Code and Parameter Plans requires future Reserved Matters Applications to deliver an appropriate and high quality design response to the urban setting, making efficient use of the existing site by providing an overall uplift in residential and commercial floorspace. The detailed design subject to subsequent Reserved Matters Applications is required to positively respond to surrounding settings, protecting amenity as appropriate (see commentary on Policy DM1 above), and seek to mitigate adverse impacts on heritage assets. Owing to the scale and proximity of proposed development to heritage assets, some limited (less than substantial) harm is identified. This harm is weighed against the public benefits of the proposal within the Committee Report.</p> <p>The detailed proposals for road</p>	Compliant

Policy	Key Requirements	Comment	Compliant/ Non-complaint
		improvements to Queensway will improve capacity to accommodate traffic. Additional demands on local services and infrastructure can be mitigated and this will need to be confirmed in the detailed submissions.	
DM4 – Tall and Large Buildings	<p>Tall/large buildings are supported in all appropriate locations within Southend Central Area. Tall/large buildings will be considered acceptable where they integrate with the surrounding buildings character and public realm, form a distinctive landmark that emphasises a point of visual significance and enhances the skyline and image of Southend, and where ground floor activities provide a positive relationship to the surround streets.</p> <p>Tall/large buildings will not be acceptable where they adversely impact their surroundings in character, microclimate, overshadowing, noise, glare, wind turbulence and navigation interruptions; if they impact on a local view that makes an important contribution to the character of the area; impact upon the skyline of Southend as viewed from the foreshore and other important viewpoints, or they negatively impact upon the setting or heritage assets.</p>	<p>The site is identified as an appropriate location for tall buildings. The addition of tall buildings will reinforce the character and function of the site as a part of the Town Centre, Central Southend and will provide a distinctive landmark adjacent to Southend Victoria Station. Active ground floor uses required by the Design Code will reinforce a positive relationship to surrounding streets.</p> <p>The four existing residential towers on the site (at 17 storeys including parapet/plant/lift overruns) are of similar heights to those proposed (approximately 18 storeys / up to +87.17m AOD). The Maximum Building Height Parameter Plan has been informed by the surrounding built context and heritage assets. Heights are lower adjacent to the locally listed All Saints Church and Grade I listed Porters Lodge. The Land Use Parameter Plan provides suitable buffers to these heritage assets and requires that open space is provided adjacent to All Saints Church. Some (less than substantial) harm is caused by the proximity and scale of tall buildings to heritage assets (see Committee Report). There is some potential for residual harm to heritage assets, which the Reserved Matters Applications must seek to reduce in accordance with the Design Code and planning conditions. The height of the proposed building will alter the skyline and impact on strategic views. However, both have already been altered to incorporate</p>	<p>Part-Compliant.</p> <p>There will be some visual and heritage harm and hence non-compliance with part 1(i) and 2 (iii and v) of the policy.</p>

Policy	Key Requirements	Comment	Compliant/ Non-compliant
		<p>many modern alterations. Future Reserved Matters Applications will need to comply with the Design Code. This requires that architectural design reflects positive elements of the local context and the new buildings are well sited in their context. Whilst there will be adverse impacts on views, these will be felt most in close proximity to the site. The streetscape design is required to enhance the relationship to existing residential areas, buildings should be located to allow for the creation of street level spaces incorporating landscaping and tree planting to help mitigate the effects of the increase massing as set out in the Design Code. A Landscape Management Strategy will ensure the long-term benefits of landscape improvement. The Design Code confirms that energy use will be minimised and carbon emissions reduced.</p>	
DM5 – Southend-on-Sea’s historic environment	<p>All proposals that affect a heritage asset will be required to include an assessment of its significant and enhance its historic and architectural character, setting and townscape value. 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. Proposals that result in the loss of or harm to the significance of a non-designated heritage asset will normally be resisted, although a balanced judgement will be made, having regard to the scale of any harm or loss, the significance of the asset and</p>	<p>A Heritage Impact Assessment has been submitted. A Cultural Heritage Chapter is also included in the ES. Operational impacts on the Warrior Square Conservation Area are expected to be moderate adverse, while for the Grade I listed Porters Lodge it will be a major adverse impact and for the locally listed All Saints Church will be moderate adverse. It is noted that this is based on a worst case scenario of the Parameter Plans and that design measures detailed within the Design Code are proposed to overcome these impacts at the detailed design stage. Given the outline nature of the application, the level of harm to heritage assets is dependant on the detailed design of buildings which is subject to Reserved Matters Applications. Whilst the Parameter Plans and Design Code include measures to reduce heritage harm, there is</p>	<p>Part-Compliant</p> <p>Due to less than substantial harm to some heritage assets.</p>

Policy	Key Requirements	Comment	Compliant/ Non-complaint
	<p>any public benefits. Where development might affect archaeological deposits an evaluation should be carried out beforehand so that it is possible to assess the likely impact of the application on the deposits, and that provision is made for them to remain in situ, or for their investigation and recording</p>	<p>potential for some less than substantial harm to designated heritage assets (including Porters and Warrior Square Conservation Area). The Committee Report considers the harm and weights this against the impact on the significance of designated heritage asset and the public benefits of the proposal. It concludes that the public benefits justify the limited less than substantial harm. Similarly, the proposal has potential to cause harm to non-designated heritage assets (including All Saint's Church). The Committee Report considers the scale of harm, significance of the assets and public benefits and concludes that the public benefits justify the limited less than substantial harm. Historic England do not object to the application. The likely impact on archaeological deposits have been evaluated in accordance with Part 6 of the policy and a planning conditions in respect of archaeological remains is proposed.</p>	
DM7 – Dwelling mix, size and type	<p>All major residential development is expected to provide a dwelling mix that incorporates a range of dwelling types and bedroom sizes, including family housing where feasible, to reflect the Borough's housing need and housing demand. The Council will promote the mix of dwellings types and sizes, taking into account that outlined in the SHMA (including a private dwelling mix of 9% 1-bed, 22% 2-bed, 49% 3-bed and 20% 4-bed dwellings), in all new major residential development proposals. Where affordable housing is provided, an affordable dwelling mix including 16%</p>	<p>The development proposals include the following mix ranges (as set out in the Design Code):</p> <ul style="list-style-type: none"> <li>- 40-50% 1-bed dwellings</li> <li>- 40-50% 2-bed dwellings</li> <li>- 10% 3-bed dwellings</li> </ul> <p>This differs from the mix set out in Policy DM7. However, the applicant has justified this approach by setting out that the proposed mix is based on the more recent SHMA Addendum for the South Essex Authorities (2017) which demonstrates a higher need for 1- and 2-bed dwellings in the borough. All of units on the existing site are bedsits, 1- or 2-bed, while market analysis provided by the applicant demonstrates that family housing demand is likely to be limited in this location due</p>	Compliant.



Policy	Key Requirements	Comment	Compliant/ Non-complaint
	<p>1-bed, 43% 2-bed, 37% 3-bed and 4% 4-bed is sought. An indicative tenure mix of 60:40 between social and/or affordable rented and intermediate housing is sought.</p> <p>Where the affordable housing/tenure mix is not appropriate, applicants will be required to justify, to the satisfaction of the Council, a more appropriate mix.</p>	<p>to the availability of houses with gardens in the surrounding areas.</p> <p>In addition, the proposed development includes the provision of 17.7% affordable housing (including 300 social/affordable rented units and 12 shared ownership units). The Housing Officer has confirmed they support this provision although it does not meet the 60:40 tenure split outlined at Policy DM7. The focus on social/affordable rented units is considered appropriate due to the high proportion of social/affordable rented homes on the site.</p> <p>The Design and Access Statement for the outline elements indicates that 90% of the affordable dwellings will be 1- and 2-bed and that a minimum 10% will be 3-bed. The exact provision will be clarified and assessed through reserved matters submissions.</p> <p>The housing mix is proposed to be secured via planning obligation.</p>	
DM8 – Residential standards	<p>The internal environment of all new dwellings must be high quality and flexible to meet the changing needs of residents. To achieve this all new dwellings should:</p> <ol style="list-style-type: none"> <li>1. Provide convenient, useable and effective room layouts; and</li> <li>2. Meet, if not exceed, residential space standards set out by the Council;</li> <li>3. Meet Lifetime Homes Standards (now removed)</li> <li>4. Ensure that at least 10% of new dwellings on major development sites are wheelchair accessible or easily adaptable for wheelchair users;</li> </ol>	<p>The Design Code requires that all homes will meet or exceed the Nationally Described Space Standards, including the requirements for built in storage. The Design Code also requires: 90% of homes must meet the M4(2) wheelchair adaptable standard; 10% of homes are required to meet the M4(3) standards to be wheelchair accessible (replacing the Lifetime Homes requirements); each dwelling must provide at least 5sqm private amenity space in the form of a garden, balcony, roof terrace or winter garden.</p> <p>The Design Code also requires that homes will be delivered to facilitate working from home. Whilst examples of how this could be achieved are not provided, it is considered that this could be achieved through</p>	Compliant

Policy	Key Requirements	Comment	Compliant/ Non-complaint
	<p>5. Make provision for usable private outdoor amenity space for the enjoyment of intended occupiers. For flatted schemes this could include balconies or easily accessible semi-private communal amenity space.</p>	<p>use of a planning condition to secure the working from home criteria set out at Policy Table 5 (i.e. space able to accommodate a desk and storage). Usable and effective room layouts can be provided through compliance with the Nationally Described Space Standards and will be assessed at the Reserved Matters stage when detailed layouts are provided. The requirement to provide suitable internal amenity space and bedroom sizes as set out at Policy Table 5 are proposed to be conditioned to ensure compliance.</p>	
DM10 – Employment Sectors	<p>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. The Southend Central Area, as defined in the AAP, will form the primary location for major economic growth, particularly for office uses. Southend Central Area is identified for business and financial services, cultural and intellectual and higher education, tourism and leisure activities and civic and government administration employment sectors.</p>	<p>The proposal includes a maximum of 10,000sq.m of non-residential floorspace which could include: up to 5,000sqm of employment space (Class E and B2), consisting of workshops, artistic studios, recording studios, brewery, bakery and office space; up to 1,000sqm of leisure space (Use Class); up to 500sqm of event space (Use Class F.2); and up to 5,000sqm of retail space (Use Class E, F.2 and Sui Generis). The Design Code requires that commercial uses: are suitably located within the development; should be designed to allow for future sub-division and adaptation; and must achieve a BREEAM Excellent rating. This aligns with sustainable economic growth objectives. The development will increase the capacity and quality of employment provision and will support the diversity of jobs within Southend Central Area. Approximately 214FTE are anticipated during operations with the development contributing positively to the economic performance of the Town. Its location within the Southend Central Area, and specifically in close proximity to the town centre further supports the compliant nature of the</p>	Compliant

Policy	Key Requirements	Comment	Compliant/ Non-compliant
		development.	
DM11 – Employment area	Outside of employment areas, proposals for employment generating uses will be allowed where they do not impact upon the amenity of the surrounding uses and do not conflict with other development plan policies.	The site is located outside of a designated employment area and adjacent to the Short Street Employment Growth Area. The Land Use Parameter Plan ensures that where commercial uses have the potential to give rise to amenity impacts on residents, for example by noise, that these uses are situated adjacent to Victoria Railway Station and away from residential dwellings. The location of these uses provides a link with the Short Street Employment Growth Area to the north and provides a suitable interface with the railway. Planning conditions requiring noise attenuation between employment uses (below) and residential uses (above) are sufficient to avoid adverse amenity impacts.	Compliant
DM13 – Shopping Frontage Management outside the Town Centre	Primary and secondary shopping frontages within Southend will be managed to reinforce their attractiveness, vitality and viability within the daytime and night-time economies. The character and function of both types of frontage will be protected and enhanced. All developments in the secondary shopping frontage, as defined on the Policies Map, must maintain or provide an active frontage with a display function for goods and services rendered and the proposed use will provide a direct service to visiting members of the general public. All new shop frontages will be of a high standard of design, compatible with the architectural style and	The Design Code requires the incorporation of active frontages at ground floor level, with a mix of retail and commercial uses. This will allow for new public spaces to be activated, including, for example, a large proportion of glazing to assist with this. The Design Code details where Primary Building Frontages should be provided across the development, including along the defined Secondary Shopping Frontage of Southchurch Road. The Design Code establishes 'Retail Quality Guidance' and 'Food and Beverage/Café Guidance' to be complied with at the Reserved Matters stage. Compliance with the Design Code will ensure that the character and function of Secondary Shopping Frontages is enhanced and that new shop	Compliant

Policy	Key Requirements	Comment	Compliant/ Non-compliant
	character of the building and surrounding area. Regard should have been made to the Design and Townscape Guide SPD and blank frontages should be avoided.	frontages are of a high standard of design and provide visual interest and active frontages.	
DM14 – Environmental Protection	Development on or near land that which may be affected by contamination will only be permitted where an appropriate contaminated land assessment has been carried out to identify there are no risks to human health, the environment or water quality.	The Ground Conditions chapter of the ES submitted with the application demonstrates that impacts for both the construction phases and the completed development will range from negligible to minor beneficial. This is subject to mitigation measures including that the work be undertaken in accordance with a further risk assessment and a CEMP to be secured by planning condition.	Compliant
DM15 – Sustainable Transport Management	Sustainable transport should be delivered as part of developments. Access to/traffic generated by the proposed developed must not cause unreasonable harm on the surroundings, including the amenity of neighbouring properties. Development will be allowed where there is, or it can be demonstrated that there will be, physical and environmental capacity to accommodate the type and amount of traffic generated in a safe and sustainable manner. Access to the proposed development and any traffic generated must not unreasonably harm the surroundings, including the amenity of neighbouring properties and/or the public rights of way. Developments should prioritise the needs of pedestrians including secure cycle parking on site and safe, convenient and legible access to public transport for pedestrians and cyclists. The provision of facilities for charging electric vehicles and other ultra-low emission vehicles will be encouraged	It is proposed that cycle parking will be provided on the basis of one space per residential dwelling in secure cycle storage, while some cycle parking will also be provided in the public realm for visitors. New and improved paths for pedestrians and cyclists are also proposed across the development site as set in the Design Code and for the detailed proposals for the redesigned Queensway. The Design Code reinforces the 'car as guest' principles within tertiary vehicle routes with vehicle routes along the public open space required to blend in with the design of public open space and make vehicle users feel as a guest through their design. Public spaces delivered as part of a landscape strategy will improve access and legibility across the site. The proposal encourages the use of low emission vehicles by providing electric vehicle charging points, as well as opportunities for car clubs on site. The implementation of these features encourages the use of sustainable transport. The detailed element of the proposed development will deliver improvements to the Queensway which will help to	Compliant

Policy	Key Requirements	Comment	Compliant/ Non-complaint
	<p>wherever practical and feasible.</p> <p>All major development proposals must incorporate and include provision for: (i) safe, convenient and legible access to public transport for pedestrians and cyclists, and appropriate 'smarter choice' measures to reduce dependency on vehicles such as Travel Plans (Personal, Workplace and School), car clubs, car sharing and pooling, real-time public transport information and marketing and welcome packs. All other development should seek to include such measures where site specific circumstances allow; and (ii) servicing and emergency vehicles.</p> <p>All development should meet the parking standards (including cycle parking) set out in Appendix Residential vehicle parking standards may be applied flexibly where it can be demonstrated that the development is proposed in a sustainable location with frequent and extensive links to public transport and/ or where the rigid application of these standards would have a clear detrimental impact on local character and context.</p> <p>Reliance upon on-street parking will only be considered appropriate where it can be demonstrated by the applicant that there is on-street parking capacity.</p>	<p>unlock the wider regeneration of the Better Queensway site and substantially improve accessibility for pedestrians and cyclists, thereby increasing opportunities for sustainable modes of transport and permeability from the north side of Queensway to Southend Town Centre. The removal of existing underpasses and provision of at grade crossings across the Queensway will provide safe and legible access through the site.</p> <p>The site is in a well-connected location with links to bus stops and central train stations and good pedestrian links to its surroundings, therefore reducing reliance on the private car. The ratio of car parking (0.7 spaces per dwelling) reflects the highly accessible nature of the site from a range of transport modes and is justified.</p> <p>The Transport Assessment demonstrates that there will be, physical and environmental capacity to accommodate the type and amount of traffic generated in a safe and sustainable manner.</p> <p>Travel Plans and a car club are proposed to secured via planning condition/Section 106 Agreement.</p>	

**Table 3: Analysis of the proposal's compliance with the Southend Central Area Action Plan (2018) exc. Policy PA4**

Policy	Key Requirements	Comment	Compliant/Non-Compliant
DS1 – A Prosperous Retail Centre	<p>Requires proposals for retail development within and outside of the Primary Shopping Area to be determined in accordance with Core Strategy Policy CP2 and the NPPF.</p> <p>New retail development should be well integrated and closely linked to the Primary Shopping Area and not be detrimental to those living or working nearby.</p> <p>New shopping frontages in the secondary shopping frontage should be of high quality design that is compatible with the surrounding area.</p> <p>Proposals for use of upper floors of shopping frontages for retail, leisure, residential, office or any other complementary uses which maintain or enhance vitality and character will be supported.</p>	<p>As set out for Policy CP2 above, the existing buildings to the north of Southchurch Road are located within a secondary shopping frontage of Southend Town Centre. The proposed development will deliver up to 10,000sqm of commercial floorspace, of which up to 5,000sqm could provide retail floorspace. The Land Use Parameter Plan requires that no more than 1,500sqm (GIA) of this floorspace is located outside of the Primary Shopping Area, ensuring compliance with sequential retail policy.</p> <p>Commitment in the Design Code to provide active frontages along Southchurch Road and other Primary Building Frontages will ensure vitality, high quality design and adaptability. The detailed proposals for Queensway will ensure that any new retail development outside of the Primary Shopping Area is well integrated and linked with the PSA.</p> <p>Planning conditions are proposed to safeguard the amenity of those living or working nearby from noise, odour and disturbance.</p>	Compliant
DS2 – Key Views	<p>Development is expected to be compatible with or enhance key views to the most notable buildings around the development site, including The Seafront, All Saints Church and Porters.</p>	<p>The existing tall buildings are proposed to be demolished and replaced with new buildings. The height of the proposed buildings will alter the skyline views. This has already been altered to incorporate many modern alterations. Future Reserved Matters Applications will need to comply with the Design Code to ensure architectural design reflects positive elements of the local context and the new buildings are well sited in their context.</p> <p>There will be some harm to the setting of nearby heritage assets and adverse impacts on views</p>	Compliant

Policy	Key Requirements	Comment	Compliant/Non-Compliant
		<p>(see Committee Report Section 6 Point 7). Impacts on views will be felt most in close proximity to the site. The streetscape design will enhance the relationship to existing residential areas, buildings will allow for the creation of street level spaces incorporating landscaping and tree planting to help mitigate the effects of the increase massing as set out in the Design Code. The provision of open space and public realm improvements adjacent to All Saints Church will provide new views and opportunities to appreciate this local landmark. A Landscape Management Strategy will ensure the long-term benefits of landscape improvement.</p>	
DS3 – Landmarks and Landmark buildings	<p>The policy seeks to protect landmarks and landmark buildings (including Porters and All Saints Church) from adverse impacts associated with new development and will support the creation of new landmarks in certain areas, including the Queensway opportunity site. Developments should encourage the provision of open space and public realm improvements which provide views to landmarks, resist adverse impacts of new development by restricting heights, massing and bulk; and ensure development proposals respect views, setting and character. The creation of new landmarks will be supported where they do not affect amenity of locals, do not harm the setting of nearby heritage assets, location provides a focal point for an existing sight line; and design of the proposal reinforces local character and</p>	<p>The Land Use Parameter Plan includes suitable buffers adjacent to All Saints Church to allow for improvements to the public realm in this area and open up views to the historic landmark of the Church and Porters and frame views to the south. Whilst there will be some harm to heritage assets, the height of the proposed development has been designed to respect the scale of the locally listed Church and Grade I listed Porters. Local amenity is to a large extent protected. The Design Code provides guidance on the architectural appearance of new buildings which will need to be adhered to at the detailed design stage. Material samples are sought via planning condition to ensure materials are of sufficient quality. Historic England do not object to the proposal.</p>	Compliant

Policy	Key Requirements	Comment	Compliant/Non-Compliant
	distinctiveness.		
DS4 – Flood Risk Management and Sustainable Drainage	<p>Proposals which are within a flood risk zone will be accompanied by a flood risk assessment. The policy sets out the approach to flood risk and drainage that needs to follow accordingly.</p> <p>Development proposals should locate more vulnerable uses in the least at-risk area of the site and provide safe access and egress routes away from the flood risk during a flood event or provide clear justification why these procedures are not required.</p> <p>All proposals for development should remain structurally sound during a flood events, provide appropriate flood resistance, not increase flood risk elsewhere, provide a flood plan and provide a safe refuge above the extreme flood level.</p>	<p>A flood risk assessment has been undertaken for the site. It is within Flood Zone 1, which has the lowest risk of flooding. The proposals, which include a SuDS scheme, are considered acceptable from a flooding and drainage perspective.</p> <p>The Environment Agency has no comments to make on the application.</p>	Compliant
DS5 – Transport, Access and Public Realm	<p>Requires development to adopt sustainable transport measures, parking standards, satisfy adequate new pedestrian and cycle priority routes, integrated signage strategy, street lighting and public realm works. Businesses should provide appropriate service and delivery arrangements, whilst visually active frontages and traffic calming measures will be encouraged.</p> <p>Proposals should maintain car parking at a level that supports vitality and viability and does not undermine the Central Area's ability to accommodate visitor trips, improve the information available about the range of parking and sustainable</p>	<p>The development proposes 0.7 car parking spaces per dwelling (up to 1,232 spaces). During construction, it is anticipated that this provision will fluctuate between 0.5 and 1 space per dwelling. The provision of car parking will be detailed in future Reserved Matters Applications. The Design Code outlines that car parking can be provided through a combination of podiums located in each of the residential blocks, a multi-storey car park to the west of Short Street, on-street and within the basement areas. This is shown in the Land Use and Basement Parameter Plans. The applicant commits to monitoring the uptake of parking throughout construction to ensure the appropriate level is provided. 663 parking spaces are currently</p>	Compliant



Policy	Key Requirements	Comment	Compliant/Non-Compliant
	<p>travel options for visitors to Southend and ensure new and existing car parks add to the overall aesthetic quality of an area through such measures such as landscaping, green walls, public art, pedestrian walkways and permeability, as well as incorporating innovative layouts to reduce visual impact and effect on key views within and to Southend Central Area.</p>	<p>provided on site for the residential dwellings (equating to approximately 0.42 spaces per dwellings). In addition, 123 on-street car parking spaces are provided as well as 220 spaces at the Essex Street and Short Street car parks. The submitted Car Parking Strategy sets out that the proposed development will deliver a low parking scheme, given the site's sustainable location and proximity to sustainable modes of transport. Temporary car parking is proposed throughout the construction phase and is shown in the submitted Access Parameter Plan. This will ensure that parking levels are maintained throughout the phased delivery of the site. The Design Code sets out details for delivering high quality pedestrian and cycle routes, alongside those proposed in the detailed element of the application for the amendments for Queensway. The Design Code also ensures that new car parks will be integrated into the design and establishes servicing guidance for the non-residential uses. Detailed servicing arrangements are proposed to be secured via planning condition.</p> <p>The works to Queensway and surrounding highway within the detailed element of the application will improve vehicle circulation, support inward investment into the site and improve crossings for pedestrians at key locations along the Queensway.</p> <p>Travel Plans are required by planning condition and will be secured via planning obligation within the S106 Agreement.</p>	

**Table 4: Analysis of the proposal's compliance with the Southend Central Area Action Plan (2018) Policy PA4**

Policy PA4: Queensway Policy Area Development Principles	Commentary	Compliance
<p>Part 1</p> <p>The Council, through its role in determining planning applications, masterplanning, another initiatives, will:</p>		Part-Compliant for this Part overall
a. promote residential and supporting uses that deliver the aims for the Policy Area;	The application promotes a residential mixed use development that delivers the aims for the Policy Area in creating a balanced community, supported by social and community infrastructure and complemented by active ground floor uses.	Compliant
b. support well-designed, sustainable buildings appropriate to the location in terms of use scale, massing and detailed design and contribute positively to successful placemaking;	As noted above, tall buildings are appropriately located within the site and the maximum building heights respond to the surrounding built context and location. The proposal will contribute positively to placemaking through creating new high-quality streets and public space. The detailed design of buildings will be subject to Reserved Matters and must follow the principles established via the Design Code.	Compliant
c. ensure that development will not result in a net loss of affordable housing provision, which includes the re-provision of social housing, as part of the regeneration of the area;	The proposals provide for 300 social rented homes and 12 shared ownership homes. It will result in a net gain of affordable housing provision of substantially higher quality and a more varied mix.	Compliant
d. support proposals for well-designed refurbishment or redevelopment of retail and commercial frontages to Southchurch Road, that are compatible with the Secondary Shopping Frontage designations;	The proposals include the redevelopment of the Southchurch Road frontage to provide a new Secondary Shopping Frontage. Retail/food and beverage and café design guidance set out in the Design Code will provide controls to ensure high quality frontages to Southchurch Road.	Compliant
e. promote the provision of new social and community infrastructure, which may include facilities such as community centres and clubs, doctor and dental surgeries, and nurseries	Up to 1,500sq.m of community floorspace is proposed, including a creche/nursery. This provision provides flexibility for new social and community infrastructure to be provided. A nursery is proposed to be secured via the Section 106 Agreement.	Compliant

and childcare provision;		
f. support new commercial development and community uses that provide activity to ground floor including offices to upper floors, along Essex Street and Chichester Road where they contribute to the aims for the policy area;	The Land Use Parameter Plan allows for new commercial development and community uses within these key frontages.	Compliant
g. promote energy efficiency as appropriate, including opportunity for decentralised energy supply, and the retrofit of existing development in line with local policy;	The Design Code requires that: residential homes must meet the current building regulation requirements in regards to energy efficiency, thermal insulation and sustainable building standards; passive design techniques must be actively considered from the concept design stage, following the principles of good passive design and deliver energy efficient homes, reducing energy costs by lowering the energy demand for the homes; and energy strategies must come forward for each phase of development and where possible should maximise renewable energy generation.	Compliant
h. ensure that new development respects the views, setting and character of all designated and non-designated heritage assets, including listed and locally listed buildings in line with Policy DM5 of the Development Management Document, and landmark buildings located near to the Policy Area, in line with Policy DS2: Key Views and Policy DS3: Landmarks and Landmark Buildings.	<p>The Parameter Plans and Design Code respond to and seek to respect the views, setting and character of relevant designated and non-designated heritage assets.</p> <p>As noted above, some limited (less than substantial) harm to heritage assets is caused by the scale and massing of proposals.</p>	Part-Compliant.
Part 2 - The Council will promote the following access and public realm improvements, addressing the principles of the Streetscape Manual where applicable:		Compliant for this Part overall
a) improvements to the streetscape at Chichester Road opposite Victoria	The detailed design for the junction of Queensway / Chichester Road includes improved hard and soft landscaping opposite the Victoria Shopping Centre. The outline element includes a new Tertiary Vehicle route	Compliant

<p>Shopping Centre to enhance the setting of new and existing buildings and improve pedestrian experience, including improved crossing points.</p>	<p>aligned with the eastern entrance to the Shopping Centre.</p> <p>The Design Code establishes that a minimum of a 2.5m pavement must be provided along the eastern side of Chichester Road's carriageway and that three of the existing Category B London Plane trees must be preserved along the eastern edge.</p> <p>The Design Code requires that the eastern minimum zone of 2m must be provided for the inclusion of cycle parking, servicing, and the retention of existing trees on the eastern side of the carriageway.</p> <p>The Design Code identifies the provision of an improved pedestrian across Chichester Road aligned with Southchurch Road.</p>	
<p>b) improve connectivity and legibility to aid way finding and create a high quality pedestrian and cycling environment, enhancing links with the High Street, Elmer Square, Warrior Square, Victoria Station, Victoria and Sutton Gateway Neighbourhood Policy Areas;</p>	<p>The Design code embraces the objective of improving connectivity and legibility through the site to create high quality pedestrian and cycle linkages. Convolved underpasses and pedestrian bridges across Queensway are proposed to be replaced by improved crossings at ground level.</p> <p>The development will significantly improve wayfinding across Queensway to surrounding Neighbourhood Policy Areas. The Design Code commits to the provision of a primary pedestrian route with a tolerance of 15m variance to create a north-south connection linking the site across Queensway to the High Street.</p>	<p>Compliant</p>
<p>c) provision of public art to enhance the urban environment, particularly to the Queensway carriageway frontage and at the junction with Sutton Road;</p>	<p>New areas of public realm provide opportunities for public art to be delivered through Reserved Matters Applications.</p> <p>Public art is proposed to be secured via the Section 106 Agreement.</p>	<p>Compliant</p>
<p>d) provision for new/ improved pedestrian/ cycle priority link as identified on the Policies Map, together with improved crossings and gateway improvements at the Queensway/Sutton Road Junction, Queensway/Short Street/Chichester Road junction in association with capacity requirements for</p>	<p>As shown in the Design Code, an improved pedestrian and cycle link is required along Southchurch Road (as identified on the Policies Map within PA4).</p> <p>Improved routes across the site are proposed to be established to reduce severance and substantially increase connectivity, including new crossings over Queensway, a civic square to the north west of All Saints' Church and improved junctions at Queensway/Short Street/Chichester Road.</p>	<p>Compliant</p>

development on the Better Queensway Opportunity Site (PA4.1);		
e) Urban Greening, including improved landscaping, green walls and roofs, and tree planting and establish the Queensway Urban Park, which sensitively addresses and enhances the setting of Porters and All Saints Church, and links well with Warrior Square Policy Area;	<p>Significant improvements to urban greening are committed.</p> <p>The Land Use Parameter Plan commits to the minimum provision of 0.70ha of public open space, including town squares, parks, play provision, buffers to heritage assets and structural landscape. Two public open spaces one either side of Queensway (Porter's Park and Coleman Gardens) will together provide a minimum of 3,200sq.m of new public open space and make a significant positive contribution to urban greening through new soft landscaping. All Saints Civic Square provides a minimum of 2,000sq.m of public open space and will significantly improve the immediate setting of All Saints Church and Porters through replacement of part of Sutton Road with landscaping.</p> <p>The proposals seek to deliver an increased number of trees across the site, with most Category B trees and the sole TPO tree also being retained. A two for one re-provision of trees in the public realm is specified in the Design Code.</p> <p>The Design Code specifies that green roofs must be considered as part of the Reserved Matters Applications alongside provision of photovoltaic systems and roof level amenity provision.</p> <p>Opportunities to provide green roofs and green walls as part of the Reserved Matters Applications will be secured via planning condition.</p> <p>A Landscape Management Strategy will ensure the long-term benefits of landscape improvement.</p>	Compliant
<b>Part 3</b>		<b>Part-Compliant for this Part overall</b>
The Opportunity Site, as identified on the Policies Map, is considered suitable primarily for residential development (1,200 indicative number of dwellings), supported by social and community uses and retail. D1, A1 and A3 uses are specifically identified as	<p>It should be noted that the application site boundary extends beyond the Opportunity Site boundary where it extends along sections of Queensway and Southchurch Road.</p> <p>The proposals will deliver 177,650sqm of residential floorspace (up to 1,760 dwellings) and up to 10,000sqm of commercial floorspace including retail, employment, community, leisure and event space.</p>	Compliant

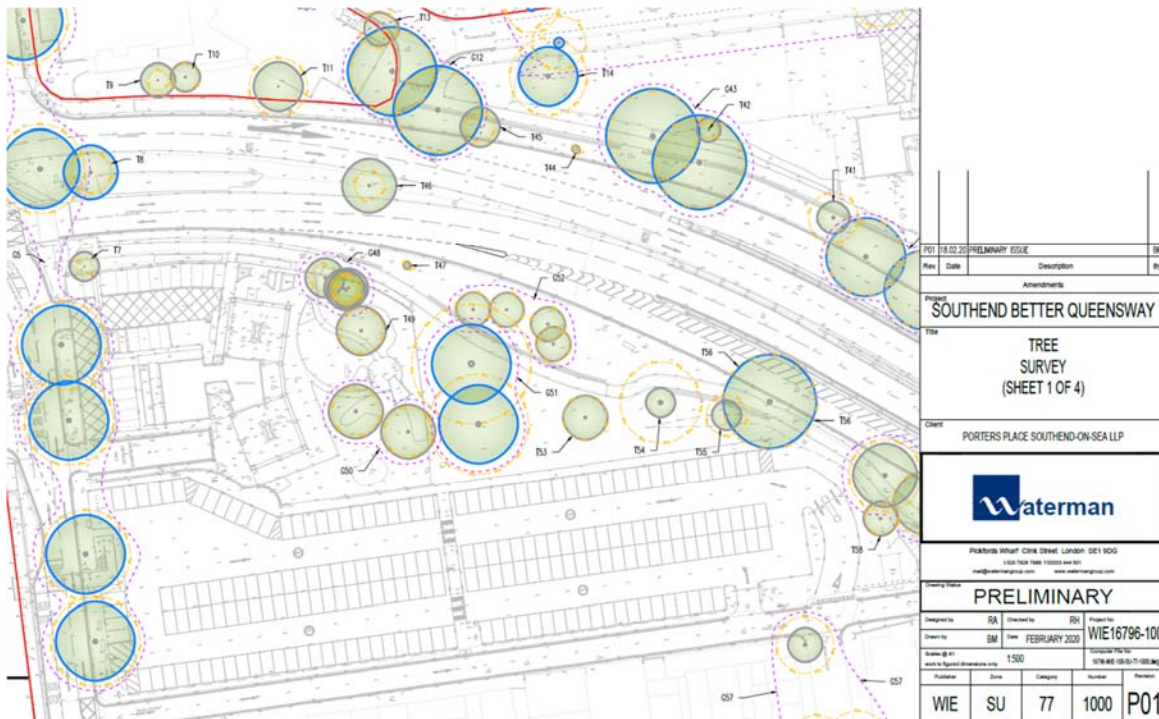
other potential uses.		
Within Opportunity Site (PA4.1): 'Better Queensway' Project, planning permission will be granted for comprehensive redevelopment of this site to transform it into a modern social housing-led development with supporting community and secondary town centre uses set within an enhanced local environment.	Proposals involve the creation of a mixed use residential-led development, comprising up to 1,760 dwellings (of which 17.7% will be affordable) and up to 10,000sqm of commercial floorspace, including the re-provision of commercial floorspace along Southchurch Road where it is located in the Secondary Retail Frontage and community uses across the site.	Compliant
The development will: a) re-establish the historic urban grain of the area;	The Land Use and Access Parameter Plans will re-establish the grid layout which will align with the existing surrounding road network and historic street pattern.	Compliant
b) fully integrate with the surrounding area through the provision of pedestrian and cycle routes to improve access and linkages;	As shown in the Access Parameter Plan, pedestrian routes across the site will be established to reduce severance and increase connectivity, including new crossings over Queensway. In terms of cycle routes, new segregated routes will be provided as part of the improvements to Queensway, while additional routes will be incorporated across the site in the new public realm to improve linkages between surrounding residential areas, the town centre and seafront.	Compliant
c) incorporate climate change mitigation and sustainability measures;	As noted above, the sustainability standards set out in the Design Code require residential homes to be energy efficient and as a minimum, meet the building regulations and statutory sustainability standards current at the time of applications. Meanwhile commercial and non-residential elements of the proposals will be required to achieve the BREEAM Excellent rating as a minimum. The Design Code also sets out requirements in terms of energy strategies, passive design, materials, transport, water and drainage and landscape and public realm.	Compliant

<p>d) provide for comprehensive landscaping through the creation of linked public green space and the Queensway Urban Park;</p>	<p>The Design Code provides detailed requirements for each of the three character areas in terms of the public realm appearance and landscaping. This includes a network of public open space across the site, such as Porter's Park, Coleman Gardens and All Saint's Civic Square.</p>	<p>Compliant</p>
<p>e) provide for new/improved open space fronting Chichester Road and at Coleman Street;</p>	<p>A new area of public open space 'Coleman Gardens' is proposed fronting onto Coleman Street. This will provide complementary public space for Porter's Park which will be located on the opposite side of Queensway and is required to be designed as a local park space for the neighbourhood.</p> <p>Streetscape and pedestrian crossing improvements are proposed for Chichester Road, including a minimum 2.5m width pavement, the retention of trees, space for soft landscaping and the provision of cycle parking and servicing, however no new or improved open space is proposed.</p>	<p>Part-compliant</p> <p>No new or improved open space proposed for Chichester Road</p>
<p>f) provide for a comprehensive drainage system.</p>	<p>The Design Code requires a SuDS system to be integrated within the landscape and highways features. The detail of this will need to be provided as part of detailed submissions and as covered in the Section 106 Agreement.</p>	<p>Compliant</p>

## Appendix 4 Affected Tree covered by TPO

TPO Ref (Below)	Arboricultural Report Tree No.	Species	Work Required
100/299/54	G12 (western tree in group)	London Plane ( <i>Platanus x hispanica</i> )	Realignment of Queensway within RPA. Replacement / creation of hard surfaces within RPA.

An extract from the Tree Survey identifying the tree covered by TPO is provided below



SBC Site Photo (22.03.21)





## Appendix 5 Planning Conditions

**Definition for the purposes of planning conditions:**

Definition of **Preliminary Works** means an operation or item of work of or connected with or ancillary to: -

- a) archaeological investigation
- b) investigations for the purpose of assessing ground conditions including exploratory boreholes and trial pits
- c) decontamination works and remedial works in respect of any contamination or other adverse ground conditions
- d) diversion decommissioning and/or laying of services for the supply or carriage of water, sewerage, gas, electricity, telecommunications or other media or utilities
- e) the erection of fences and hoardings around the Site
- f) provision of temporary construction site accommodation and
- g) construction of temporary access and service roads

***Planning Conditions Related to the Full Planning Permission Only***

**General**

1.	<p>The development for which detailed approval is hereby permitted, as defined within the red line shown on Drawing BEQ-LDA-ZZ-XX-XX-DR-N-ST-00008 Rev 06 shall be begun no later than 3 years beginning with the date of this permission.</p> <p>Reason: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.</p>
2.	<p>The development for which detailed approval is hereby permitted, as defined on Drawing BEQ-LDA-ZZ-XX-XX-DR-N-ST-00008 Rev 06 shall be carried solely out in accordance with the following approved plans:</p> <ul style="list-style-type: none"> <li>• BEQ-LDA-ZZ-XX-XX-DR-N-ST-00001 Rev 03 Planning Application Boundary Location Plan</li> <li>• BEQ-LDA-ZZ-XX-XX-DR-N-ST-00002 Rev 05 Blue Line Boundary Location Plan (1 of 2)</li> <li>• BEQ-LDA-ZZ-XX-XX-DR-N-ST-00003 Rev 05 Blue Line Boundary Location Plan (2 of 2)</li> <li>• BEQ-LDA-ZZ-XX-XX-DR-N-ST-00008 Rev 06 Queensway Detailed Planning Application Boundary Location Plan</li> <li>• 1042-01-CIV-XX-GA-001-P04 Rev P07 General Alignment Location Plan Match to Existing</li> <li>• 1042-01-CIV-XX-GA-002-P06 Rev P07 General Alignment Short Street Junction Match to Existing</li> <li>• 1042-01-CIV-XX-GA-003-P06 Rev P07 General Alignment Queensway North Match to Existing</li> <li>• 1042-01-CIV-XX-GA-004-P6 Rev P07 General Alignment Queensway Central Match to Existing</li> <li>• 1042-01-CIV-XX-GA-005-P06 Rev P07 General Alignment Queensway South Match to Existing</li> </ul>

- 1042-01-CIV-XX-GA-006-P06 Rev P07 General Alignment Southchurch Roundabout Match to Existing
- 1042-01-CIV-XX-GA-007-P06 Rev P07 General Alignment Sutton Road Match to Existing
- BEQ-LDA-XX-XX-XX-DR-L-XX-00100 Rev 04 Public Realm and Landscape
- BEQ-LDA-XX-XX-XX-DR-L-XX-00101 Rev 04 Queensway – General Hardworks Plan
- BEQ-LDA-XX-XX-XX-DR-L-XX-00102 Rev 04 Queensway – General Softworks Plan
- BEQ-LDA-XX-XX-XX-DR-L-XX-00103 Rev 04 Queensway – General Edging
- BEQ-LDA-XX-XX-XX-DR-L-XX-00104 Rev 04 Queensway – Furnishing Plan
- BEQ-LDA-XX-XX-XX-DR-L-XX-00150 Rev 03 Landscape GA Plan: Sheet 1 of 7
- BEQ-LDA-XX-XX-XX-DR-L-XX-00151 Rev 03 Landscape GA Plan: Sheet 2 of 7
- BEQ-LDA-XX-XX-XX-DR-L-XX-00152 Rev 03 Landscape GA Plan: Sheet 3 of 7
- BEQ-LDA-XX-XX-XX-DR-L-XX-00153 Rev 04 Landscape GA Plan: Sheet 4 of 7
- BEQ-LDA-XX-XX-XX-DR-L-XX-00154 Rev 03 Landscape GA Plan: Sheet 5 of 7
- BEQ-LDA-XX-XX-XX-DR-L-XX-00155 Rev 04 Landscape GA Plan: Sheet 6 of 7
- BEQ-LDA-XX-XX-XX-DR-L-XX-00156 Rev 03 Landscape GA Plan: Sheet 7 of 7
- BEQ-LDA-XX-XX-XX-DR-L-XX-00300 Rev 03 Section A – Queensway at Victoria Shopping Centre
- BEQ-LDA-XX-XX-XX-DR-L-XX-00301 Rev 02 Section B – Queensway at Chemist
- BEQ-LDA-XX-XX-XX-DR-L-XX-00302 Rev 01 Section C - Queensway at Porter's Place
- BEQ-LDA-XX-XX-XX-DR-L-XX-00303 Rev 02 Section D - Queensway within the Neighbourhood
- BEQ-LDA-XX-XX-XX-DR-L-XX-00304 Rev 02 Section E - Queensway at Porter's Civic House
- BEQ-LDA-XX-XX-XX-DR-L-XX-00305 Rev 01 Section F - Queensway South
- BEQ-LDA-XX-XX-XX-DR-L-XX-00306 Rev 01 Section G - Queensway at Railway Underpass
- BEQ-LDA-XX-XX-XX-DR-L-XX-00307 Rev 02 Section H – Southchurch Road
- BEQ-LDA-XX-XX-XX-DR-L-XX-00308 Rev 01 Section I – Sutton Road at All Saints Church
- BEQ-LDA-XX-XX-XX-DR-L-XX-00310 Rev 02 Typical Section 1 – Queensway verge with SuDs

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

3.	<p>The development for which detailed approval is hereby permitted, as defined on Drawing BEQ-LDA-ZZ-XX-XX-DR-N-ST-00008 Rev 06 shall be carried out in accordance with the indicative construction phasing Figures 4, 5 and 6 contained within the approved Construction Logistics Plan (dated 31 July 2020) or any subsequent updated/amended version submitted to and agreed in writing by the Local Planning Authority under the terms of this planning condition.</p> <p>Reason: To ensure a coordinated development that complies with the National Planning Policy Framework (NPPF) and the requirements of the local development plan.</p>
<b>Construction</b>	
4.	<p>No development of any Phase/sub-phase of the detailed development as shown on the indicative construction phasing Figures 4, 5 and 6 contained within the approved Construction Logistics Plan (dated 31 July 2020) or any revision to this as approved under condition 3 of this consent shall take place, including any works of demolition, site clearance or associated with utilities, within the area for which detailed approval is hereby permitted, as shown on drawing BEQ-LDA-ZZ-XX-XX-DR-N-ST-00008 Rev 06 unless and until a Demolition and Construction Environmental Management Plan and Strategy to include a Dust Mitigation Strategy for that Phase/sub-phase has been submitted to, and approved in writing by the Local Planning Authority. The approved Demolition and Construction Environmental Management Plan and Strategy for the area for which detailed approval is hereby permitted, as defined on drawing BEQ-LDA-ZZ-XX-XX-DR-N-ST-00008 Rev 06, shall be adhered to in full throughout the construction period for that phase. The Statement for each Phase/sub-phase shall provide, amongst other things, for:</p> <ul style="list-style-type: none"> <li>i) the phasing of works.</li> <li>ii) the parking of vehicles of site operatives and visitors for each phase of works.</li> <li>iii) loading and unloading of plant and materials for each phase of works.</li> <li>iv) storage of plant and materials used in constructing the development for each phase.</li> <li>v) the erection and maintenance of security hoarding.</li> <li>vi) measures to control the emission of noise, dust and dirt during construction.</li> <li>vii) a scheme for temporary storage and recycling, collection and disposing of waste resulting from construction works that does not allow for the burning of waste on site.</li> <li>viii) a dust management plan to include mitigation and boundary particulate monitoring during demolition and construction.</li> <li>ix) details of the duration and location of any noisy activities.</li> <li>x) details of external lighting associated with construction.</li> <li>xi) any proposed extension to the following hours of construction for certain specified works: <ul style="list-style-type: none"> <li>• 08:00-18:00 – Monday to Friday</li> <li>• 08:00-13:00 – Saturday</li> <li>• No time on Sundays or Public Holidays</li> </ul> </li> <li>xii) temporary variable message signage</li> </ul>

	<p>xiii) details of how surface water will be managed during construction</p> <p>Reason: In the interest of the residential amenity of nearby occupiers and the highway safety in accordance with the National Planning Policy Framework (2019), Policies KP2, CP3 and CP4 of the Core Strategy (2007), Policies DM1, DM3 and DM15 of the Development Management Document (2015).</p>
5.	<p>Prior to the commencement of development within any Phase/sub-phase of the detailed development as shown on the indicative construction phasing Figures 4, 5 and 6 contained within the approved Construction Logistics Plan (dated 31 July 2020) or any revision to this as approved under condition 3 of this consent, as defined within the red line shown on drawing BEQ-LDA-ZZ-XX-XX-DR-N-ST-00008 Rev 06 a Construction Logistics Plan for that Phase/sub-phase of the development shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall be designed to minimise deliveries of materials and export of any waste materials within the times of peak traffic congestion on the local road network. The Plan for that Phase/sub-phase shall be implemented in accordance with the approved details and thereafter maintained for the duration of the construction period.</p> <p>Reason: In the interest of the residential amenity of nearby occupiers, highway safety and free flow of the traffic network in accordance with the National Planning Policy Framework (2019), Policies KP2, CP3 and CP4 of the Core Strategy (2007), Policies DM1, DM3 and DM15 of the Development Management Document (2015).</p>
6.	<p>All vegetation clearance and tree works in association with each Phase/sub-phase of the detailed development as shown on the indicative construction phasing Figures 4, 5 and 6 contained within the approved Construction Logistics Plan (dated 31 July 2020) or any revision to this as approved under condition 3 of this consent and within the area for which detailed approval is hereby permitted, as defined within the red line shown on drawing BEQ-LDA-ZZ-XX-XX-DR-N-ST-00001 Rev 03, shall be carried out outside of the bird nesting season which runs from March to September inclusive, unless it is necessary for works to commence in the nesting season, then a pre-commencement inspection of the vegetation and trees for active bird nests should be carried out by a suitably qualified ecologist. Only if there are no active nests present shall work be allowed to commence within the bird nesting season.</p> <p>Reason: To ensure the development provides biodiversity and ecology benefits in accordance with the National Planning Policy Framework (2019), Core Strategy (2007) Policies KP1, KP2 and CP4.</p>
7.	<p>No development shall take place, including any works for demolition, within any Phase/sub-phase of the detailed development as shown on the indicative construction phasing Figures 4, 5 and 6 contained within the approved Construction Logistics Plan (dated 31 July 2020) or any revision to this as approved under condition 3 of this consent and within the area for which detailed approval is hereby permitted, as defined within the red line shown on drawing BEQ-LDA-ZZ-XX-XX-DR-N-ST-00008 Rev 06 unless and until a detailed Arboricultural Method Statement</p>

	<p>and Tree Protection Plan for that Phase/sub-phase has been submitted to and approved in writing by the Local Planning Authority. Details must include:</p> <p>(a) a plan showing the location of, and allocating a reference number to, each existing tree on the site which has a stem with a diameter, measured over the bark at a point 1.5 metres above ground level, exceeding 75 mm, showing which trees are to be retained and the crown spread of each retained tree;</p> <p>(b) details of the species, diameter (measured in accordance with paragraph (a) above)), and the approximate height, and an assessment of the general state of health and stability, of all trees including those to be retained and of each tree which is on land adjacent to the red line shown on drawing BEQ-LDA-ZZ-XX-XX-DR-N-ST-00001 Rev 03 and to which paragraphs (c) or (d) below apply;</p> <p>(c) details of any proposed topping or lopping of any retained tree, or of any tree on land adjacent to the site;</p> <p>(d) details of any proposed alterations in existing ground levels, and of the position of any proposed excavation, within the crown spread of any retained tree or of any tree on land adjacent to the site identified in that phase;</p> <p>(e) details of the specification and position of fencing and of any other measures to be taken for the protection of any retained tree from damage before or during the course of development for which detailed approval is hereby granted as defined within the red line of drawing BEQ-LDA-ZZ-XX-XX-DR-N-ST-00008 Rev 06.</p> <p>Construction and demolition for that Phase/sub-phase works shall thereafter be carried out only in accordance with the approved Arboricultural Method Statement and Tree Protection Plan for each Phase/sub-phase. Tree protection measures shall be implemented in full prior to construction or demolition works within that phase commencing.</p> <p>Reason: In the interests of the character and appearance of the area and to ensure that the development complies with the National Planning Policy Framework (2019), Core Strategy (2007) Policies KP2 and CP4, Development Management Document (2015) Policies DM1 and DM3 and the Design and Townscape Guide (2009).</p>
<b>Archaeology</b>	
8.	<p>No development shall take place, including any works for demolition, within each Phase/sub-phase of the detailed development as shown on the indicative construction phasing Figures 4, 5 and 6 contained within the approved Construction Logistics Plan (dated 31 July 2020) or any revision to this as approved under condition 3 of this consent and within the area for which detailed approval is hereby permitted, as defined within the red line shown on drawing BEQ-LDA-ZZ-XX-XX-DR-N-ST-00001 Rev 03, unless and until an Archaeological Written Scheme of Investigation for a programme of archaeological work including a programme of archaeological recording and analysis, a watching brief for any works involving vertical or lateral invasion into the existing top or sub soil and details of the</p>

	<p>measures to be taken should any archaeological finds be discovered has first been submitted to and approved in writing by the Local Planning Authority. The approved Archaeological Written Scheme of Investigation/watching brief and measures are to be undertaken throughout the course of the works affecting below ground deposits and are to be carried out by an appropriately qualified archaeologist. The subsequent recording and analysis reports shall be submitted to the local planning authority before that phase/sub-phase of the development is brought into first use.</p> <p>Reason: To allow the preservation by record of archaeological deposits and to provide an opportunity for the watching archaeologist to notify all interested parties before the destruction of any archaeological finds in accordance with the National Planning Policy Framework (2019) and Policy DM5 of the Development Management Document (2015).</p>
--	--

**Contamination**

9.	<p>(a) Notwithstanding the details submitted and otherwise hereby approved, prior to commencement of development of any Phase/sub-phase of development as shown on the indicative construction phasing Figures 4, 5 and 6 contained within the approved Construction Logistics Plan (dated 31 July 2020) or any revision to this as approved under condition 3 of this consent and within the area for which detailed approval is hereby permitted, as defined within the red line shown on drawing BEQ-LDA-ZZ-XX-XX-DR-N-ST-00001 Rev 03, an investigation and risk assessment must be submitted to and approved in writing by the Local Planning Authority. The risk assessment shall assess the nature and extent of any contamination affecting that Phase/sub-phase of the development and whether or not it originates on the site. The investigation and risk assessment must be undertaken by a competent person and must include:</p> <ol style="list-style-type: none"> <li>i. A survey of extent, scale and nature of contamination;</li> <li>ii. An assessment of the potential risks to: <ul style="list-style-type: none"> <li>• Human Health;</li> <li>• Property (existing) including buildings, crops, livestock, pets, woodland and service lines and pipes;</li> <li>• Adjoining land;</li> <li>• Groundwaters and surface waters;</li> <li>• Ecological systems;</li> <li>• Archaeological sites and ancient monuments; and</li> <li>• An appraisal of remedial options, and proposal of the preferred option(s).</li> </ul> </li> </ol> <p>This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11' and the Essex Contaminated Land Consortium's 'Technical Guidance for Applicants and Developers' and is subject to the approval in writing of the Local Planning Authority.</p> <p>(b) Notwithstanding the details submitted and otherwise hereby approved, prior to commencement of development of any Phase/sub-phase of the development hereby approved and as shown on the indicative construction phasing Figures 4, 5 and 6 contained within the approved Construction Logistics Plan (dated 31 July 2020) or any revision to this as approved under condition 3 of this consent and</p>
----	--

within the area for which detailed approval is hereby permitted, as defined within the red line shown on drawing BEQ-LDA-ZZ-XX-XX-DR-N-ST-00001 Rev 03, a detailed remediation scheme to bring the area within the phase/sub-phase to a condition suitable for the intended use by removing unacceptable risk to human health, buildings and other property and the natural and historical environment shall be submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, criteria for any material to be used as landfill, timetable of works and site management procedures. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. This must be conducted by a competent person and in accordance with DEFRA and the Agency's 'Model Procedures for the Management of Land Contamination CLR 11' and the Essex Contaminated Land Consortium's 'Technical Guidance for Applicants and Developers' and is subject to the approval in writing of the Local Planning Authority.

c) Notwithstanding the details submitted and otherwise hereby approved, prior to commencement of development of any Phase/sub-phase of the development hereby approved as shown on the indicative construction phasing Figures 4, 5 and 6 contained within the approved Construction Logistics Plan (dated 31 July 2020) or any revision to this as approved under condition 3 of this consent and within the area for which detailed approval is hereby permitted, as defined within the red line shown on drawing BEQ-LDA-ZZ-XX-XX-DR-N-ST-00001 Rev 03, the detailed remediation scheme approved under part (b) of this condition shall have been implemented in accordance with the approved timetable of works. The Local Planning Authority may give approval for the commencement of each Phase/sub-phase development prior to the completion of any remedial measures when it is deemed necessary to do so in order to complete the agreed remediation scheme. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works in writing and with a written reply under the terms of this condition. Following completion of measures identified in the approved remediation, a verification report for each Phase/sub-phase that demonstrates the effectiveness of the remediation carried out must be produced. This must be conducted by a competent person and in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR11' and the Essex Contaminated Land Consortium's 'Technical Guidance for Applicants and Developers' and is subject to the approval in writing of the Local Planning Authority. The verification report must be submitted to and approved in writing by the Local Planning Authority before the phase/sub-phase is brought into use. For the avoidance of doubt, any necessary remediation is to be remediated under the terms of this planning conditions in accordance with the timetable submitted to and approved in writing by the Local Planning Authority under the terms of this planning condition.

In the event that contamination is found at any time when carrying out a Phase/sub-phase of the approved development that was not previously identified, it must be reported in writing within 7 days to the Local Planning Authority. That Phase/sub-phase of the development must be halted until an assessment for that Phase/sub-

	<p>phase has been undertaken in accordance with the requirements of part (a) of this condition, and where remediation is necessary a remediation scheme, together with a timetable for its implementation, has been submitted to an approved in writing by the Local Planning Authority in accordance with the requirements of part (b) of this condition. The measures in the approved remediation scheme must then be implemented in accordance with the approved timetable. Following completion of measures identified in the approved remediation scheme, a validation report for that Phase/sub-phase must be submitted to and approved in writing by the Local Planning Authority before that Phase/sub-phase of the development is brought into use.</p> <p>No development of any Phase/sub-phase of the development hereby approved, as shown as shown on the indicative construction phasing Figures 4, 5 and 6 contained within the approved Construction Logistics Plan (dated 31 July 2020) or any revision to this as approved under condition 3 of this consent and within the area for which detailed approval is hereby permitted, as defined within the red line shown on drawing BEQ-LDA-ZZ-XX-XX-DR-N-ST-00001 Rev 03, shall take place until and unless a monitoring and maintenance scheme to include monitoring the long-term effectiveness of the proposed remediation over a period of 5 years, and the provision of reports on the same must both be submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To ensure that any contamination on the site is identified and treated so that it does not harm anyone who uses the site in the future, and to ensure that the development does not cause pollution to Controlled Waters in accordance with Core Strategy (2007) policy KP2 and Policies DM1 and DM14 of the Development Management Document (2015).</p>
<b>Landscaping, Materials and Lighting</b>	
10.	<p>With the exception of Demolition and Preliminary Works within the area for which detailed approval is hereby permitted, as defined on drawing BEQ-LDA-ZZ-XX-XX-DR-N-ST-00008 Rev 06, no development shall take place within a phase unless and until full details of both hard and soft landscape works for any Phase/sub-phase of the detailed development as shown on the indicative construction phasing Figures 4, 5 and 6 contained within the approved Construction Logistics Plan (dated 31 July 2020) or any revision to this as approved under condition 3 of this consent for the area for which detailed approval is granted (as defined on Drawing BEQ-LDA-ZZ-XX-XX-DR-N-ST-00008 Rev 06), have been submitted to and approved in writing by the Local Planning Authority and these works for each phase/sub/phase shall be carried out as approved. These details must include the following as a minimum for each Phase/sub-phase:</p> <ul style="list-style-type: none"> <li>i. Proposed Finished Levels or Contours;</li> <li>ii. Minor artefacts and structures;</li> <li>iii. Details of Trees and shrubs to be planted and retained;</li> <li>iv. Timetable for the Completion of the Soft and Hard Landscaping and Planting;</li> <li>v. Evidence of Compatibility of Landscaping Scheme with the Proposed Drainage and Other Site Services</li> </ul>



	<p>vi. Details of any Trees to be retained at the Site.</p> <p>The soft landscaping and hard landscaping within each Phase/sub-phase of the area subject to detailed approval (as defined within the red line shown on Drawing BEQ-LDA-ZZ-XX-XX-DR-N-ST-00008 Rev 06) shall be completed in accordance with the approved timetable (iv. above). If any trees are removed or found to be dying, severely damaged or diseased within five years of planting them, they must be replaced with trees of a similar size and species as may be agreed with the Local Planning Authority.</p> <p>Reason: In the interest of visual amenity in accordance with the National Planning Policy Framework (2019), Core Strategy (2007) Policies KP2 and CP4, Development Management Document (2015) Policies DM1 and DM3, and the advice contained within the National Design Guide (2019) and the Design and Townscape Guide (2009).</p>
11.	<p>Details of a Landscape Management Plan for the maintenance and management of the soft and hard landscaping works for any Phase/sub-phase of the detailed development as shown on the indicative construction phasing Figures 4, 5 and 6 contained within the approved Construction Logistics Plan (dated 31 July 2020) or any revision to this as approved under condition 3 of this consent highlighted within the area for which detailed approval is hereby permitted (as shown on Drawing BEQ-LDA-ZZ-XX-XX-DR-N-ST-00008 Rev 06) consistent with Approved Plans listed at Condition 2 shall be submitted to and approved in writing by the Local Planning Authority prior to that phase/sub-phase of the development being brought into first use. The Landscape Management Plan for that Phase/sub-phase shall include details of how trees within that Phase/sub-phase will be maintained during the initial three-year establishment period. The landscaped areas shall thereafter be managed and maintained in accordance with the approved Landscape Management Plan for the lifetime of the development.</p> <p>Reason: In the interest of visual amenity in accordance with the National Planning Policy Framework (2019), Core Strategy (2007) Policies KP2 and CP4, Development Management Document (2015) Policies DM1 and DM3, and the advice contained within the National Design Guide (2019) and the Design and Townscape Guide (2009).</p>
12.	<p>With the exception of demolition, and preliminary works, no development within the area for which detailed approval is hereby permitted, as defined within the red line shown on drawing BEQ-LDA-ZZ-XX-XX-DR-N-ST-00008 Rev 06, shall commence until samples and /or specifications of all materials to be used in the construction of the external surfaces of the development in that Phase/sub-phase of the detailed development as shown on the indicative construction phasing Figures 4, 5 and 6 contained within the approved Construction Logistics Plan (dated 31 July 2020) or any revision to this as approved under condition 3 of this consent and as highlighted on approved drawings listed at condition 2 have been submitted to and approved in writing by the Local Planning Authority.</p>

	<p>The details must include:</p> <ul style="list-style-type: none"> <li>• Details of Surfaces to road and pavements</li> <li>• Details of Railings &amp; Means of Enclosures</li> <li>• Details of Kerbs &amp; kerbing</li> <li>• Details of Signage</li> <li>• Timescales for implementation</li> </ul> <p>The development shall be carried out solely in accordance with the approved materials details and the approved timeframe above.</p> <p>Reason: In the interest of visual amenity and highway safety in accordance with the National Planning Policy Framework (2019), Core Strategy (2007) Policies KP2, CP3 and CP4, Development Management Document (2015) Policies DM1 DM3 and DM15 and the advice contained within the National Design Guide (2019) and the Design and Townscape Guide (2009).</p>
13.	<p>With the exception of demolition, and preliminary works no development within each Phase/sub-phase of the detailed development as shown on the indicative construction phasing Figures 4, 5 and 6 contained within the approved Construction Logistics Plan (dated 31 July 2020) or any revision to this as approved under condition 3 of this consent and within the area for which detailed approval is hereby permitted, shall commence until and unless a scheme showing the provisions to be made for all external lighting (excluding lighting associated with construction) for that Phase/sub-phase has been submitted to and approved in writing by the Local Planning Authority. The lighting scheme for each Phase/sub-phase shall include details of:</p> <ol style="list-style-type: none"> <li>i. luminance</li> <li>ii. spread of light</li> <li>iii. design and specification of lighting</li> </ol> <p>The development for each Phase/sub-phase shall be carried out in accordance with those approved details for each Phase/sub-phase before the development is first brought into use.</p> <p>Reason: In the interest of the safety and amenities of the area, in the interests of biodiversity 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).</p>
<b>Drainage</b>	
14.	<p>With the exception of demolition, and preliminary works no development within each Phase/sub-phase of the detailed development as shown on the indicative construction phasing Figures 4, 5 and 6 contained within the approved Construction Logistics Plan (dated 31 July 2020) or any revision to this as approved under condition 3 of this consent and within the area for which detailed approval is hereby permitted, as defined within the red line shown on drawing BEQ-LDA-ZZ-XX-XX-DR-N-ST-00008 Rev 06, shall be commenced until and unless the detailed design of a surface water drainage scheme has been provided for that Phase/sub-phase of the development to the Local Planning Authority and approved in writing in</p>

	<p>accordance with relevant measures within the Flood Risk Assessment and Drainage Strategy (Civic Engineers, 31<sup>st</sup> July 2020, Document Ref: BEQ-CIV-XX-XX-XX-RP-D-ST-00001). The surface water drainage scheme for each Phase/sub-phase shall incorporate the following measures and shall be submitted to and approved in writing with the Local Planning Authority in consultation with the Lead Local Flood Authority. The approved surface water drainage scheme for each Phase/sub-phase shall be implemented before the development is brought into use. The scheme for each Phase/sub-phase shall address the following matters:</p> <ol style="list-style-type: none"> <li>a) Provide evidence of infiltration testing in accordance with BRE 365. If infiltration is found to be viable provide information in relation to the potential for ground instability or deterioration in groundwater quality as a result of infiltration.</li> <li>b) Provide evidence of consent from Anglian Water for the proposed discharge rates and connections for the proposed drainage.</li> <li>c) Provide confirmation of the party or parties responsible for maintenance of the Sustainable Urban Drainage Systems (SuDS) system.</li> <li>d) Provide an updated drainage layout plan which corresponds with the supporting calculations</li> </ol> <p>Reason: To ensure the approved development does not increase flood risk elsewhere in accordance with National Planning Policy Framework (2019), Core Strategy (2007) Policies KP1, KP2 and KP3.</p>
--	--

**Toucan Crossings**

15.	<p>Notwithstanding condition 2 (Approved plans) development of the relevant phase of the detailed application as shown on the indicative construction phasing Figures 4, 5 and 6 contained within the approved Construction Logistics Plan (dated 31 July 2020) or any subsequent/amended version (within the area for which detailed approval is hereby permitted, as defined on drawing BEQ-LDA-ZZ-XX-XX-DR-N-ST-00008 Rev 06), shall not commence (with the exception of demolition and Preliminary Works) until and unless details of pedestrian and cycling crossing points in the form of Toucan crossings have been submitted to and approved by the local planning authority for the north, south and east arms of the new at grade roundabout linking Southchurch Road and Queensway (in the locations shown on drawing 1042-01-CIV-XX-GA-004-P06 Rev P07). Thereafter these crossing facilities shall be implemented as approved prior to first use of this phase of the detailed permission.</p> <p>Reason: In the interests of highway safety in accordance with policy DS5 of the Development Management Document (2015)</p>
-----	---

**Binding S106 Agreement**

16.	<p>No development shall commence (save for any preliminary works in relation to the detailed element of this permission only) on any phase or part of the development until that phase or part thereof has been bound (which for the avoidance of doubt excludes public highway) by a Section 106 Agreement containing the same terms as the agreed form Section 106 agreement annexed to the Section 106 Unilateral Undertaking dated [TBC] to the satisfaction of the Local Planning Authority.</p>
-----	---

	Reason: For the avoidance of doubt and in the interests of proper planning.
<b>Planning Conditions Related to Outline Planning Permission Only</b>	
<b>General</b>	
17.	<p>Details of:</p> <ul style="list-style-type: none"> <li>a) Access;</li> <li>b) Appearance;</li> <li>c) Landscaping;</li> <li>d) Layout; and</li> <li>e) Scale.</li> </ul> <p>hereinafter called the "Reserved Matters" for each Phase/sub-phase of development shall be submitted to and approved in writing by the Local Planning Authority before any development in that phase begins and the development shall be carried out as approved under the Reserved Matters.</p> <p>Application for approval of the first reserved matters shall be made to the Local Planning Authority not later than 3 (three) years from the date of this permission. Application for the final set of Reserved Matters submission pursuant to this planning permission shall be made before the expiration of 12 (twelve) years from the date of this permission. Implementation of a Reserved Matters Approval shall commence no later than 2 (two) years from the date of the approval of the Reserved Matters for that Phase/sub-phase.</p> <p>Reason: Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990 (as amended) and because the application is for outline planning permission only and the particulars submitted are insufficient for consideration of details mentioned.</p>
18.	<p>Plans and particulars of the Reserved Matters referred to in Condition 17 for each Phase/Sub-Phase of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority, and shall accord with the following Parameter Plans and their explanatory notes:</p> <ul style="list-style-type: none"> <li>• Red Line Plan BEQ-LDA-ZZ-XX-XX-DR-N-ST-00001 Rev 03</li> <li>• Blue Line Boundary Location Plan (1 of 2) BEQ-LDA-ZZ-XX-XX-DR-N-ST-00002 Rev 05</li> <li>• Blue Line Boundary Location Plan (2 of 2) BEQ-LDA-ZZ-XX-XX-DR-N-ST-00003 Rev 05</li> <li>• Land Use Parameter Plan BEQ-LDA-ZZ-XX-XX-DR-N-ST-00004 Rev 08</li> <li>• Maximum Building Height Plan BEQ-LDA-ZZ-XX-XX-DR-N-ST-00005 Rev 06</li> <li>• Basement Parameter Plan BEQ-LDA-ZZ-XX-XX-DR-N-ST-00006 Rev 08</li> <li>• Buildings &amp; Bridges Demolition Plan BEQ-LDA-ZZ-XX-XX-DR-N-ST-00007 Rev 04</li> <li>• Access Parameter Plan BEQ-LDA-ZZ-XX-XX-DR-N-ST-00009 Rev 06</li> </ul> <p>Reason: For the avoidance of doubt and in the interests of proper planning.</p>

19.	<p>The development hereby approved and the Reserved Matters pursuant to Condition 17 shall be carried out in accordance with the Indicative Phasing Plan BEQ-LDA-ZZ-XX-XX-DR-N-ST-00100 Rev 05 or any subsequent updated/amended version agreed in writing by the Local Planning Authority under the terms of this planning condition.</p> <p>Reason: To ensure a coordinated development that complies with the National Planning Policy Framework (NPPF) and the requirements of the local development plan.</p>
<b>Design Code and Control of Parameters</b>	
20.	<p>The Reserved Matters submitted pursuant to Condition 17 of this planning permission shall accord with the LDA Design/dRMM Design Code BEQ-LDA-XX-XX-XX-RP-N-ST-00001 Rev 04 dated February 2021.</p> <p>The Reserved Matters submitted pursuant to Condition 17 for each Phase/sub-phase of the Development must be accompanied by a Statement of Compliance, demonstrating how the phase or sub-phase and where relevant the development as a whole is compliant with the principles set out in the LDA Design/DRMM Design Code and in particular how it accords with the mandatory elements of the Design Code expressed as “must” summarised in the Executive Summary of the Design Code. Each phase or sub-phase shall be completed in accordance with the Statement of Compliance before it is brought into use.</p> <p>For the avoidance of doubt, and notwithstanding requirements of other planning conditions herein the following shall apply to the scheme as a whole:</p> <ol style="list-style-type: none"> <li>a) all homes must meet or exceed the Nationally Described Space Standards (March 2015);</li> <li>b) all homes must be provided with private amenity space of not less than 5sq.m and not less than 1.5m deep;</li> <li>c) communal podium landscaped spaces must be accessible to all residents within the block they serve;</li> <li>d) play space provision must include an equipped play space of 200sq.m in Porters Park and a minimum area of 400sq.m of equipped play or youth orientated activity space in Coleman Gardens; and</li> <li>e) 10% of the homes must be delivered to M4 (3) easily wheelchair adaptable standard. 90% of the homes must be delivered to M4 (2) adaptable standard or any revision or amendment which subsequently replaces these accessibility standards in the future.</li> <li>f) Public open space provided at not less than 0.70 hectares.</li> </ol> <p>Reason: In order to ensure the highest quality redevelopment of the site based on specific design guidelines and to ensure the development meet the needs of future residents, occupiers and uses in accordance with the National Planning Policy Framework (2019), Policies KP2 and CP4 of the Core Strategy (2007), Policies DM1, DM3 and DM8 of the Development Management Document (2015) and the advice contained within the Design and Townscape Guide (2009), the National Housing Standards (2015) and the Technical Housing Standards Policy Transition</p>

	Statement (2015)														
21.	<p>Notwithstanding the provisions of the Town and Country Planning Act 1990 and the Town and Country Planning (Use Classes) Order 1987 (as amended) (or any amending or re-enacting Acts or Orders), the maximum floorspaces for the development hereby approved within each of the Use Classes and uses specified in the table below shall not exceed:</p> <table border="1" data-bbox="297 491 1281 1274"> <thead> <tr> <th data-bbox="297 491 789 575">Uses and Use Class</th> <th data-bbox="789 491 1281 575">Maximum Area (Gross Internal Area)</th> </tr> </thead> <tbody> <tr> <td data-bbox="297 575 789 768">Retail, shop, financial and professional services, café, restaurant, pub, drinking establishment, take away (E, F.2, Sui Generis)</td> <td data-bbox="789 575 1281 768">Up to 5,000 sq.m</td> </tr> <tr> <td data-bbox="297 768 789 1031">Employment Space: Workshops/Recording Studios/Brewery/Bakery (E, B2) Office Space (E), capped at 2,500 sq.m Artistic Studio(E)</td> <td data-bbox="789 768 1281 1031">Up to 5,000 sq.m</td> </tr> <tr> <td data-bbox="297 1031 789 1115">Residential (C3), excluding secured car parking</td> <td data-bbox="789 1031 1281 1115">Up to 177,650 sq.m</td> </tr> <tr> <td data-bbox="297 1115 789 1167">Community &amp; Creche/Nursery (E)</td> <td data-bbox="789 1115 1281 1167">Up to 1,500 sq.m</td> </tr> <tr> <td data-bbox="297 1167 789 1220">Leisure, gym, indoor recreation (E)</td> <td data-bbox="789 1167 1281 1220">Up to 1,000 sq.m</td> </tr> <tr> <td data-bbox="297 1220 789 1274">Event Space (E/Sui Generis)</td> <td data-bbox="789 1220 1281 1274">Up to 500 sq.m</td> </tr> </tbody> </table> <p>In addition, no more than 1,760 residential dwellings shall be provided in relation to the development hereby approved and no more than 10,000 sq.m of non-residential floorspace shall be provided in relation to the development hereby approved. Reason: For the avoidance of doubt and in the interests of proper planning.</p> <p>Reason: For the avoidance of doubt and in the interests of proper planning.</p>	Uses and Use Class	Maximum Area (Gross Internal Area)	Retail, shop, financial and professional services, café, restaurant, pub, drinking establishment, take away (E, F.2, Sui Generis)	Up to 5,000 sq.m	Employment Space: Workshops/Recording Studios/Brewery/Bakery (E, B2) Office Space (E), capped at 2,500 sq.m Artistic Studio(E)	Up to 5,000 sq.m	Residential (C3), excluding secured car parking	Up to 177,650 sq.m	Community & Creche/Nursery (E)	Up to 1,500 sq.m	Leisure, gym, indoor recreation (E)	Up to 1,000 sq.m	Event Space (E/Sui Generis)	Up to 500 sq.m
Uses and Use Class	Maximum Area (Gross Internal Area)														
Retail, shop, financial and professional services, café, restaurant, pub, drinking establishment, take away (E, F.2, Sui Generis)	Up to 5,000 sq.m														
Employment Space: Workshops/Recording Studios/Brewery/Bakery (E, B2) Office Space (E), capped at 2,500 sq.m Artistic Studio(E)	Up to 5,000 sq.m														
Residential (C3), excluding secured car parking	Up to 177,650 sq.m														
Community & Creche/Nursery (E)	Up to 1,500 sq.m														
Leisure, gym, indoor recreation (E)	Up to 1,000 sq.m														
Event Space (E/Sui Generis)	Up to 500 sq.m														
22.	<p>Notwithstanding the requirements of Condition 21 of this planning permission, the total combined quantum of retail, food and drink, financial and professional services, pub, drinking establishment and take away uses within Use Class E and F.2 or which is Sui Generis permitted across the Development hereby approved shall not exceed 5,000 sq. m of floorspace (GIA). Of this total floorspace, no more than 1,500 sq. m (GIA) shall be located outside of the defined Primary Shopping Area of the Development Plan. Further, no single retail shop unit within Class E shall exceed a net internal retail area of 500 sq. m.</p> <p>The Reserved Matters submitted pursuant to Condition 17 for each Phase/sub-</p>														

	<p>phase of the Development must be accompanied by a Statement of Retail Compliance identifying the location and quantum of non-residential floorspace that may be occupied in retail, food and drink, financial and professional services, pub, drinking establishment and take away use within Use Class E or F.2 or which is Sui Generis. The Statement shall specifically identify the floorspace proposed in pub and drinking establishment use and confirm how the proposed provision protects residential amenity. The Statement shall demonstrate how the Phase or Sub-Phase of development is compliant with the terms of this planning condition. Thereafter, the non-residential floorspace shall be occupied only in accordance with the most recently approved Schedule of Retail Compliance unless any changes are made under the terms of this condition.</p> <p>Reason: For the avoidance of doubt and in order to ensure a suitable range, quantum and location of town centre uses which ensure residential amenity in accordance with the National Planning Policy Framework (2019), policies CP2 and CP4 of the Core Strategy (2007), DM1, DM3 and DM13 of the Development Management Document (2015) and DS1 of the SCAAP (2018).</p>
23.	<p>Notwithstanding the requirements of Conditions 21 and 22, the commercial uses of workshops, recording studios, brewery, bakery, or any other non-residential use outside of Class E or Class F.1 or F.2 (excluding Event Space) within the development hereby approved shall not be permitted in any part of the development save for that area defined in Red on the Land Use Parameter Plan BEQ-LDA-ZZ-XX-XX-DR-N-ST-00004 Rev 08.</p> <p>Reason: For the avoidance of doubt and in order to ensure residential amenity in accordance with policies CP4 of the Core Strategy (2007) and DM1 and DM3 of the Development Management Document (2015).</p>
24.	<p>Notwithstanding the provisions of the Town and Country Planning Act 1990 and the Town and Country Planning (Use Classes) Order 1987 (as amended) (or any amending or re-enacting Acts or Orders) or the Town and Country Planning (General Permitted Development) Order 1995 (or any order amending or re-enacting Acts or Orders), commercial uses within Class E, F.1 or F.2 within the development hereby approved shall not be permitted to be used for residential (Use Class C3) or uses outside of those defined on the Land Use Parameter Plan (BEQ-LDA-ZZ-XX-XX-DR-N-ST-00004 Rev 08) without express planning permission from the Local Planning Authority.</p> <p>Reason: For the avoidance of doubt and in the interests of proper planning.</p>
<b>Construction and Tree Protection</b>	
25.	<p>Prior to the commencement of development within any Phase or Sub-Phase of the development hereby approved and as shown on the approved Illustrative Phasing Plan BEQ-LDA-ZZ-XX-XX-DR-N-ST-00100 Rev 05, or a revision to this plan as approved under condition 19 of this consent, a Construction Logistics Plan for that Phase/sub-phase shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall be designed to minimise deliveries of materials</p>

	<p>and export of any waste materials within the times of peak traffic congestion on the local road network. The Plan shall be implemented in full accordance with the approved details and thereafter maintained throughout the construction of the approved development.</p> <p>Reason: In the interests of highway safety, the free flow of the local highway network and the amenities of nearby and surrounding occupiers pursuant to Policies KP2 and CP4 of the Core Strategy (2007), Policies DM1, DM3 and DM15 of the Development Management Document (2015).</p>
26.	<p>No development within any Phase or Sub-Phase of the development hereby approved and as shown on the approved Illustrative Phasing Plan BEQ-LDA-ZZ-XX-XX-DR-N-ST-00100 Rev 05, or a revision to this plan as approved under condition 19 of this consent, shall take place, including any works of demolition (except demolition the subject of a Prior Approval application under Part 31 of the General Permitted Development Order), until and unless a Demolition and Construction Management Plan and Strategy to include a Dust Mitigation Strategy has been submitted to and approved in writing by the Local Planning Authority. The approved Demolition and Construction Management Plan and Strategy shall be implemented in full accordance with the approved details and adhered to in full throughout the construction of the development unless a revised Demolition and Construction Management Plan is subsequently submitted to and approved in writing by the Local Planning Authority in which demolition and construction shall be implemented in accordance with the revised Plan.</p> <p>The Management Plan and Strategy shall provide, amongst other things, for:</p> <ol style="list-style-type: none"> <li>i. The parking of vehicles of site operatives and visitors;</li> <li>ii. Loading and unloading of plant and materials;</li> <li>iii. Storage of plant and materials used in constructing the development;</li> <li>iv. The erection and maintenance of security hoardings;</li> <li>v. Measures to control the emission of noise, dust and dirt during construction;</li> <li>vi. A scheme for recycling/disposing of waste resulting from construction works that does not allow for the burning of waste on site;</li> <li>vii. A dust management plan to include mitigation and boundary particulate monitoring during demolition and construction;</li> <li>viii. Details of the duration and location of any noisy activities;</li> <li>ix. Details of external lighting associated with construction.</li> <li>x. Hours of operation – any proposed extension to the following hours of construction for certain specified works: <ul style="list-style-type: none"> <li>● 08:00-18:00 – Monday to Friday</li> <li>● 08:00-13:00 – Saturday</li> <li>● No time on Sundays or Public Holidays</li> </ul> </li> <li>xxii) temporary variable message signage</li> <li>xiii) details of how surface water will be managed during construction</li> </ol> <p>Reason: in the interests of amenity in accordance with the National Planning Policy Framework (2019) and Policies KP2 and CP4 of the Core Strategy, Policies DM1</p>



	and DM3 of the Development Management Document (2015) and the Design and Townscape Guide (2009).
27	<p>Prior to commencement of development within Phase 3A or 3B as identified in Drawing BEQ-LDA-ZZ-XX-XX-DR-N-ST-00100 Rev 05 (or a revision to this plan as approved under condition 19 of this consent) a vibration assessment shall be submitted to the Local Planning Authority to quantify and identify any measures required to mitigate the vibration impact from trains and ancillary operations at the adjacent railway and Southend Victoria Station on the proposed occupants of the dwelling.</p> <p>No dwelling within Phase 3A or 3B as identified on Drawing BEQ-LDA-ZZ-XX-XX-DR-N-ST-00100 shall be occupied until and unless the internal and external areas of dwellings are protected from external vibration from the operation of trains and ancillary operations at Southend Victoria Station in accordance with the approved vibration assessment and mitigation measures.</p> <p>Prior to commencement, including any works of demolition, to any Phase/Sub-Phase of the development hereby approved and as shown on the approved Illustrative Phasing Plan BEQ-LDA-ZZ-XX-XX-DR-N-ST-00100 Rev 05, or a revision to this plan as approved under condition 19 of this consent, a Construction Noise and Vibration Management Plan and Strategy must be submitted to, and agreed in writing by the Local Planning Authority, for the control, mitigation and monitoring of noise and vibration associated with the construction for that Phase/Sub-Phase of the development. The approved Construction Noise and Vibration Management Plan and Strategy shall be adhered to in full throughout the construction period.</p> <p>Reason: To protect residents in the development and neighbouring the site from undue noise and disturbance in order to protect their amenities in accordance with Core Strategy (2007) policies KP2 and CP4, Policies DM1, DM3 and DM8 of the Development Management Document (2015) and Design and Townscape Guide (2009).</p>
28.	<p>All vegetation clearance and tree works in association with each Phase/sub-phase of the development hereby approved and as shown on the approved Illustrative Phasing Plan BEQ-LDA-ZZ-XX-XX-DR-N-ST-00100 Rev 05, or a revision to this plan as approved under condition 19 of this consent, shall be carried out outside of the bird nesting season which runs from March to September inclusive, unless it is necessary for works to commence in the nesting season, then a pre-commencement inspection of the vegetation and trees for active bird nests should be carried out by a suitably qualified ecologist. Only if there are no active nests present shall work be allowed to commence within the bird nesting season.</p> <p>Reason: In the interest of the safety and amenities of the area, in the interests of biodiversity 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).</p>
29.	Prior to commencement of any Phase/sub-phase as shown on the approved

	<p>Illustrative Phasing Plan BEQ-LDA-ZZ-XX-XX-DR-N-ST-00100 Rev 05, or a revision to this plan as approved under condition 19 of this consent Phase/sub-phase, including any works for demolition, a detailed Arboricultural Method Statement and Tree Protection Plan for that Phase/sub-phase must be submitted to and approved in writing by the Local Planning Authority. Details must include:</p> <ul style="list-style-type: none"> <li>a) A plan showing the location of, and allocating a reference number to, each existing tree on the site which has a stem with a diameter, measured over the bark at a point 1.5 metres above ground level, exceeding 75 mm, showing at which trees are to be retained and the crown spread of each retained tree;</li> <li>b) Details of the species, diameter (measured in accordance with paragraph (a) above), and the approximate height, and an assessment of the general state of health and stability, of each retained tree and of each tree which is on land adjacent to the site and to which paragraphs (c) and (d) below apply;</li> <li>c) Details of any proposed topping or lopping of any retained tree, or of any tree on land adjacent to the site;</li> <li>d) Details of any proposed alterations in existing ground levels, and of the position of any proposed excavation, within the crown spread of any retained trees or of any tree on land adjacent to the site;</li> <li>e) Details of the specification and position of fencing and of any other measures to be taken for the protection of any retained tree from damage before or during the course of each phase of development.</li> </ul> <p>Construction and demolition works shall thereafter be carried out in full accordance with the approved Arboricultural Method Statement and Tree Protection Plan and tree protection measures shall be implemented in full before construction and demolition work in that Phase-Sub-Phase is commenced.</p> <p>Reason: In the interests of the character and appearance of the area and to ensure that the development complies with the National Planning Policy Framework (2019), Core Strategy (2007) Policies KP2 and CP4, Development Management Document (2015) Policies DM1 and DM3 and the Design and Townscape Guide (2009).</p>
<b>Archaeology</b>	
30	<p>Reserved Matters applications for any Phase/ Sub-Phase of the development hereby approved and as shown on the approved Illustrative Phasing Plan BEQ-LDA-ZZ-XX-XX-DR-N-ST-00100 Rev 05, or a revision to this plan as approved under condition 19 of this consent, shall be accompanied by an Archaeological Written Scheme of Investigation for a programme of archaeological work for approval under the terms of the Reserved Matters Application for that Phase/sub-phase including a programme of archaeological recording and analysis, a watching brief and details of the measures to be taken should any archaeological finds be discovered. The approved /watching brief and measures are to be undertaken throughout the course of the works affecting below ground deposits and are to be carried out by an appropriately qualified archaeologist. The subsequent recording and analysis reports shall be submitted to and approved in writing by the local planning authority before that phase of the development is brought into first use.</p>

	Reason: Required to allow the preservation by record of archaeological deposits and to provide an opportunity for the watching archaeologist to notify all interested parties before the destruction of any archaeological finds in accordance with the National Planning Policy Framework (2019) and Policy DM5 of the Development Management Document (2015).
<b>Contamination</b>	
31	<p>(a) Notwithstanding the details submitted and otherwise hereby approved, prior to commencement of development of any Phase/sub-phase of the development hereby approved and as shown on the approved Illustrative Phasing Plan BEQ-LDA-ZZ-XX-XX-DR-N-ST-00100 Rev 05, or a revision to this plan as approved under condition 19 of this consent, an investigation and risk assessment must be submitted to and approved in writing by the Local Planning Authority. The risk assessment shall assess the nature and extent of any contamination affecting that Phase/sub-phase of the development and whether or not it originates on the site. The investigation and risk assessment must be undertaken by a competent person and must include:</p> <ol style="list-style-type: none"> <li>i. A survey of extent, scale and nature of contamination;</li> <li>ii. An assessment of the potential risks to: <ul style="list-style-type: none"> <li>• Human Health;</li> <li>• Property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes;</li> <li>• Adjoining land;</li> <li>• Groundwaters and surface waters;</li> <li>• Ecological systems;</li> <li>• Archaeological sites and ancient monuments; and</li> <li>• An appraisal of remedial options, and proposal of the preferred option(s).</li> </ul> </li> </ol> <p>This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11' and the Essex Contaminated Land Consortium's 'Technical Guidance for Applicants and Developers' and is subject to the approval in writing of the Local Planning Authority.</p> <p>(b) Notwithstanding the details submitted and otherwise hereby approved, prior to commencement of development of any Phase/sub-phase of the development hereby approved and as shown on the approved Illustrative Phasing Plan BEQ-LDA-ZZ-XX-XX-DR-N-ST-00100 Rev 05, or a revision to this plan as approved under condition 19 of this consent, a detailed remediation scheme to bring the area within the phase/sub-phase to a condition suitable for the intended use by removing unacceptable risk to human health, buildings and other property and the natural and historical environment shall be submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. The Local Planning</p>

Authority must be given two weeks written notification of commencement of the remediation scheme works. This must be conducted by a competent person and in accordance with DEFRA and the Agency's 'Model Procedures for the Management of Land Contamination CLR 11' and the Essex Contaminated Land Consortium's 'Technical Guidance for Applicants and Developers' and is subject to the approval in writing of the Local Planning Authority.

c) Notwithstanding the details submitted and otherwise hereby approved, prior to commencement of development of any Phase/sub-phase of the development hereby approved as shown on the approved Illustrative Phasing Plan BEQ-LDA-ZZ-XX-XX-DR-N-ST-00100 Rev 05, or a revision to this plan as approved under condition 19 of this consent, the detailed remediation scheme approved under part (b) of this condition shall have been implemented in accordance with the approved timetable of works. The Local Planning Authority may give approval for the commencement of each Phase/sub-phase development prior to the completion of remedial measures when it is deemed necessary to do so in order to complete the agreed remediation scheme. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works in writing and with a written reply under the terms of this condition. Following completion of measures identified in the approved remediation, a verification report for each Phase/sub-phase that demonstrates the effectiveness of the remediation carried out must be produced. This must be conducted by a competent person and in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR11' and the Essex Contaminated Land Consortium's 'Technical Guidance for Applicants and Developers' and is subject to the approval in writing of the Local Planning Authority. The verification report must be submitted to and approved in writing by the Local Planning Authority before the development is brought into use. For the avoidance of doubt, any remediation is to be remediated under the terms of this planning conditions in accordance with the timetable submitted to and approved in writing by the Local Planning Authority under the terms of this planning condition.

In the event that contamination is found at any time when carrying out a Phase/sub-phase of the approved development that was not previously identified, it must be reported in writing within 7 days to the Local Planning Authority. That Phase/sub-phase of the development must be halted until an assessment for that Phase/sub-phase has been undertaken in accordance with the requirements of part (a) of this condition, and where remediation is necessary a remediation scheme, together with a timetable for its implementation, has been submitted to an approved in writing by the Local Planning Authority in accordance with the requirements of part (b) of this condition. The measures in the approved remediation scheme must then be implemented in accordance with the approved timetable. Following completion of measures identified in the approved remediation scheme, a validation report for that Phase/sub-phase must be submitted to and approved in writing by the Local Planning Authority before that Phase/sub-phase of the development is brought into use.

No development of any Phase/sub-phase of the development hereby approved as

	<p>shown on the approved Illustrative Phasing Plan BEQ-LDA-ZZ-XX-XX-DR-N-ST-00100 Rev 05, or a revision to this plan as approved under condition 19 of this consent, shall take place until and unless a monitoring and maintenance scheme to include monitoring the long-term effectiveness of the proposed remediation over a period of 5 years, and the provision of reports on the same must both be submitted to and approved in writing by the Local Planning Authority.</p> <p>Following completion of the measures identified in that monitoring and maintenance scheme and when the remediation scheme is complete, reports that demonstrate the effectiveness of the monitoring and maintenance carried out must be submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To ensure that any contamination on the site is identified and treated so that it does not harm anyone who uses the site in the future, and to ensure that the development does not cause pollution to Controlled Waters in accordance with Core Strategy (2007) policy KP2 and Policies DM1 and DM14 of the Development Management Document (2015).</p>
--	---

**Technical Assessment**

32.	<p>Notwithstanding the proposed building height of Development Parcels for the development hereby approved and as identified on the Maximum Building Heights Parameter Plan BEQ-LDA-ZZ-XX-XX-DR-N-ST-00005 Rev 08, each Reserved Matters Application for a Phase/sub-phase of the Development must be accompanied by an assessment of the impact of the development upon:</p> <ul style="list-style-type: none"> <li>a) the levels of daylight and sunlight at existing and proposed residential properties affected by that Phase/sub-phase of the development; and</li> <li>b) overshadowing of existing and proposed open spaces affected by that Phase/sub-phase of the development</li> </ul> <p>which must accord with the recommendations of the GIA Daylight and Sunlight Assessment and Design Guidance 15720 dated 20 July 2020. The assessments must be approved in writing by the Local Planning Authority prior to commencement of each Phase/sub-phase.</p> <p>Reason: To protect residents in the development and neighbouring the site from adverse impacts on daylight and sunlight to protect their amenities in accordance with Core Strategy (2007) policies KP2 and CP4, Policies DM1, DM3 and DM8 of the Development Management Document (2015) and Design and Townscape Guide (2009).</p>
33.	<p>Notwithstanding the proposed building height of Development Parcels for the development hereby approved and as identified on the Maximum Building Heights Parameter Plan EQ-LDA-ZZ-XX-XX-DR-N-ST-00005 Rev 08, each Reserved Matters Application for a Phase/sub-phase of the Development must be accompanied by an assessment of the wind/micro-climate affecting that Phase/sub-phase of the development and any adjacent properties that do not form part of the development, which must accord with the conclusions of the Pedestrian Level Wind Microclimate Assessment 2001902 Rev C dated 29 June 2020. The assessments shall identify any necessary mitigation measures and include a timetable for</p>

	<p>implementation. The assessments must be approved in writing by the Local Planning Authority prior to commencement of each Phase/sub-phase and any necessary mitigation must be implemented in accordance with the approved timetable.</p> <p>Reason: To protect residents in the development and neighbouring the site from adverse impacts caused by wind to protect their amenities in accordance with Core Strategy (2007) policies KP2 and CP4, Policies DM1, DM3 and DM8 of the Development Management Document (2015) and Design and Townscape Guide (2009).</p>
34.	<p>Notwithstanding the proposed building height of Development Parcels for the development hereby approved and as identified on the Maximum Building Heights Parameter Plan BEQ-LDA-ZZ-XX-XX-DR-N-ST-00005 Rev 08, each Reserved Matters Application for a Phase/sub-phase of the Development must be accompanied by a Visual Impact Assessment which assesses the visual impact of the proposal of relevant viewpoints identified in the Townscape and Visual Impact Assessment (ES Chapter 8) dated July 2020. The assessments must be approved in writing by the Local Planning Authority prior to commencement of each Phase/sub-phase.</p> <p>Reason: To protect visual amenity in accordance with Policy DM4 of the Development Management Document (2015) and policy DS2 of the SCAAP (2018).</p>
<b>Wheelchair Units</b>	
35.	<p>No above ground works shall take place within any phase/sub phase of the development hereby approved until and unless details have first been submitted to and approved in writing by the Local Planning Authority to show how 10%, as an aggregate across the scheme will be built in compliance with the building regulation M4(3) 'adaptable for wheelchair user dwellings' standard under the Building Regulations with all of the remaining dwellings complying with building regulation part M4(2) 'accessible and adaptable dwellings' standard under the Building Regulations or any equivalent standards which supersede these. The details submitted for any phase/sub-phase pursuant to the terms of this condition shall specify the number of dwellings within the relevant phase/sub phase to be built in compliance with the building regulation M4(3) 'adaptable for wheelchair user dwellings' standard under the Building Regulations. Each approved dwelling shall be constructed to comply with either building regulation M4(2) or M4(3) standards (or any equivalent standards which replace this) in accordance with the approved details prior to its first occupation.</p> <p>Reason: To ensure the residential units hereby approved provides high quality and flexible internal layouts to meet the changing needs of residents in accordance with National Planning Policy Framework, (2012), Core Strategy (2007) Policies KP2 and CP4, Development Management Document (2015) Policies DM1, DM8 and Design and Townscape Guide (2009).</p>
<b>Landscaping, Open Space and Access</b>	
36.	<p>The area of Public Open Space for the development hereby approved and as</p>

	<p>defined on the Land Use Parameter Plan (BEQ-LDA-ZZ-XX-XX-DR-N-ST-00004 Rev 08) shall as a minimum measure 0.70 hectares. The Public Open Space within each phase or sub-phase shall be provided and made accessible to the public in accordance with a timetable to be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any residential units within the relevant phase/sub-phase.</p> <p>Reason: For the avoidance of doubt and in the interests of proper planning.</p>
37.	<p>With the exception of demolition, site clearance and preliminary ] works, no development within any Phase/sub-phase of the development hereby approved and as shown on the approved Illustrative Phasing Plan BEQ-LDA-ZZ-XX-XX-DR-N-ST-00100 Rev 05, or a revision to this plan as approved under condition 19 of this consent, shall commence above ground level until and unless full details of both hard and soft landscape works for that phase/sub-phase have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details must include the following as a minimum:</p> <ul style="list-style-type: none"> <li>i. Proposed Finished Levels or Contours</li> <li>ii. Minor artefacts and structures</li> <li>iii. Details of Trees proposed and to be retained</li> <li>iv. Timetable for the Completion of the Hard and Soft Landscaping and Planting</li> <li>v. Evidence of Compatibility of Landscaping Scheme with the Proposed Drainage and Other Site Services</li> <li>vi. Details of external lighting</li> <li>vii. Details of green roof and brown roofs</li> <li>viii. Details of any boundary treatment</li> </ul> <p>The soft landscaping/planting within the area subject to outline approval (as defined within the red line shown on Drawing BEQ-LDA-ZZ-XX-XX-DR-N-ST-00001 Rev 05) within any Phase/sub-phase shall thereafter be carried out accordance with the approved timetable for the completion of hard and soft landscaping and planting unless otherwise approved under the terms of this planning condition If any trees are removed or found to be dying, severely damaged or diseased within five years of planting them, they must be replaced with trees of a similar size and species as may be agreed with the Local Planning Authority.</p> <p>Each of the buildings hereby approved within a Phase or Sub-Phase and consistent with Drawing BEQ-LDA-ZZ-XX-XX-DR-N-ST-00100 Rev 05 of the development hereby approved shall be provided with the necessary vehicular access, pedestrian access, drainage, footway and cycle access prior to full occupation, consistent with the approved Parameter Plans and accompanying LDA Design/dRMM Design Code BEQ-LDA-XX-XX-XX-RP-N-ST-00001 Rev 04 and in accordance with the approved timetable for completion of the hard and soft landscaping works approved under the terms of this condition.</p> <p>The approved street lighting within the Phase/sub-phase granted planning permission consistent with the approved Parameter Plans and accompanying LDA</p>

	<p>Design/dRMM Design Code BEQ-LDA-XX-XX-XX-RP-N-ST-00001 Rev 04 shall be implemented in full prior to full occupation of that Phase/sub-phase or with respect to any other such timescales and in accordance with the approved timetable for completion of the hard and soft landscaping works approved under the terms of this condition.</p> <p>Reason: In the interests of highway safety and amenity in accordance with the National Planning Policy Framework (2019), Policy CP3 of the Core Strategy (2007) and Policies DM3, DM8 and DM15 of Development Management Document (2015).</p>
38.	<p>Details of the vehicular and pedestrian accesses for any Phase or Sub-Phase of the development hereby approved and consistent with Drawing BEQ-LDA-ZZ-XX-XX-DR-N-ST-00100 Rev 05 including details of the siting, size, dimensions and other details shown which are consistent with Access Parameter Plan BEQ-LDA-ZZ-XX-XX-DR-N-ST-00009 Rev 05, or any subsequent update agreed under condition 19 of this consent, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of that Phase/sub-phase of the development, save for demolition, site clearance and Preliminary Works. The development of that Phase/sub-phase shall be carried out and completed in full accordance with the approved details prior to full occupation of that Phase/sub-phase or any other such timescales for that Phase or Sub-Phase as may be submitted to and approved in writing by the Local Planning Authority prior to the first occupation within that Phase/sub-phase under the terms of this planning condition.</p> <p>Reason: In the interests of highway safety in accordance with the National Planning Policy Framework (2019), Policy CP3 of the Core Strategy (2007) and Policies DM3, DM8 and DM15 of Development Management Document (2015).</p>
39.	<p>Prior to first occupation of any part of any Phase/sub-phase of the development hereby approved and as shown on the approved Illustrative Phasing Plan BEQ-LDA-ZZ-XX-XX-DR-N-ST-00100 Rev 05, or a revision to this plan as approved under condition 19 of this consent, details of a Landscape Management Plan for the maintenance and management of the soft and hard landscaping for that Phase/sub-phase shall be submitted to and approved in writing by the Local Planning Authority. The landscaped areas shall thereafter be managed and maintained in accordance with the approved Landscape Management Plan. The Landscape Management Plan for that phase/sub-phase shall include details of how trees within that phase/sub-phase will be maintained during the initial three-year establishment period. The landscaped areas shall thereafter be managed and maintained in accordance with the approved Landscape Management Plan for the lifetime of the development.</p> <p>Reason: in the interests of amenity in accordance with the National Planning Policy Framework (2019) and Policies KP2, CP3 and CP4 of the Core Strategy, Policies DM1 and DM3 of the Development Management Document (2015) and the Design and Townscape Guide (2009).</p>
40.	<p>With the exception of demolition, site clearance and and preliminary works , no above ground development of any Phase/sub-phase of the development hereby</p>



	<p>approved and as shown on the approved Illustrative Phasing Plan BEQ-LDA-ZZ-XX-XX-DR-N-ST-00100 Rev 05, or a revision to this plan as approved under condition 19 of this consent, shall commence until and unless a scheme showing the provisions to be made for all external lighting (excluding lighting associated with construction) for that Phase/sub-phase has been submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall include details of:</p> <ul style="list-style-type: none"> <li>i. luminance;</li> <li>ii. spread of light;</li> <li>iii. location, position, design and specification of lighting;</li> <li>iv. timetable for implementation.</li> </ul> <p>The development shall be carried out in accordance with those approved details and timetable and retained for the lifetime of the development.</p> <p>Reason: In the interest of the safety and amenities of the area, in the interests of biodiversity 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).</p>
--	---

**Ecological Management and Mitigation Plan**

41.	<p>Prior to demolition of Quantock Tower and commencement of development above ground level within any Phase/sub-phase as shown on the approved Illustrative Phasing Plan BEQ-LDA-ZZ-XX-XX-DR-N-ST-00100 Rev 05, or a revision to this plan as approved under condition 19 of this consent, an Ecological Management and Mitigation Plan shall be submitted to and approved in writing by the Local Planning Authority. The Ecological Management Plan shall include details of the number, location and specifications of bat roosting features to be included within the Phase/sub-phase. Areas and/or features the subject of the Ecological Management Plan and Mitigation Plan shall be managed and maintained in accordance with the approved Ecological Management Plan for the first occupation of the Phase/sub-phase of the development.</p> <p>No development above ground level of any part of any Phase/sub-phase of the development hereby approved as shown on the approved Illustrative Phasing Plan BEQ-LDA-ZZ-XX-XX-DR-N-ST-00100 Rev 05 shall be undertaken until the details of bird and invertebrate mitigation to be implemented as part of the Phase/Sub-Phase have been submitted to and approved in writing by the Local Planning Authority. The installation of these mitigation measures shall be carried out before that Phase/sub-phase of the development is occupied and shall be retained through the lifetime of the development.</p> <p>Reason: To minimise the environmental impact of the development and to minimise the risk to protected species in accordance with Policies KP2 and CP4 of the Core Strategy (2007).</p>
-----	--

**External Materials and Privacy**

42.	Prior to construction of any above ground level within any phase/sub-phase of the
-----	---

	<p>development as shown on the approved Illustrative Phasing Plan BEQ-LDA-ZZ-XX-XX-DR-N-ST-00100 Rev 05, or a revision to this plan as approved under condition 19 of this consent, details of all external materials, including for walls, windows, doors, balconies, balustrades, soffits, parapets and all other external finishing materials shall have been submitted to and approved in writing by the local planning authority for that Phase/sub-phase. The Phase/sub-phase shall be implemented in accordance with the details approved under this condition before it is first brought into use.</p> <p>Reason: In the interest of visual amenity in accordance with the National Planning Policy Framework (2019), Core Strategy (2007) Policies KP2 and CP4, Development Management Document (2015) Policies DM1 and DM3, and the advice contained within the National Design Guide (2019) and the Design and Townscape Guide (2009).</p>
43.	<p>Notwithstanding the details shown in the plans submitted and otherwise hereby approved, the development hereby granted consent shall not be first occupied or brought into use unless and until plans are submitted to the Local Planning Authority and approved in writing which clearly specify all the windows and other openings in the development that are to be permanently glazed with obscured glass and fixed shut or provided with only a fanlight (or other similar) opening and the manner and design in which these windows and openings are to be implemented.</p> <p>The development hereby permitted shall be implemented in full accordance with the details approved under this condition before it is first occupied or brought into use and shall be permanently retained as such thereafter. The windows included within such agreed scheme shall be glazed in obscure glass which is at least Level 4 on the Pilkington Levels of Privacy, or such equivalent as may be agreed in writing with the local planning authority. Top hung lights agreed within such scheme shall be a minimum of 1.7 metres above internal floor level. 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 in accordance with the agreed details for the lifetime of the development.</p> <p>Reason: To avoid overlooking and the resultant loss of privacy of the adjoining residential properties, in accordance with the National Planning Policy Framework, Core Strategy 2007 policies KP2 and CP4, and Development Management Document 2015 policy DM1 and advice contained within the Design and Townscape Guide</p>
<b>Drainage</b>	
44.	<p>Prior to commencement of development within any Phase/sub-phase as shown on the approved Illustrative Phasing Plan BEQ-LDA-ZZ-XX-XX-DR-N-ST-00100 Rev 05, or a revision to this plan as approved under condition 19 of this consent, with the exception of demolition and preliminary works, in accordance with the Flood Risk Assessment and Drainage Strategy (Civic Engineers, 31<sup>st</sup> July 2020, Document Ref: BEQ-CIV-XX-XX-XX-RP-D-ST-00001) detailed design of a surface water drainage scheme incorporating the following measures for that Phase/sub-phase</p>

	<p>shall be submitted to and agreed with the Local Planning Authority in consultation with the Lead Local Flood Authority. The approved scheme for that Phase/sub-phase shall be carried out in full before that Phase/sub-phase is brought into use. The Scheme shall address the following matters:</p> <ul style="list-style-type: none"> <li>a) Provide evidence of infiltration tests in accordance with BRE365 and if infiltration is found to be viable provide information in relation to the potential for ground instability or deterioration in groundwater quality because of infiltration.</li> <li>b) Provide an updated drainage layout plan for each Phase/sub-phase indicating the dimensions, storage volumes, pipe sizes and gradients, manhole cover and invert levels, proposed discharged rates, flow controls and final discharge connection in accordance with the submitted calculations. Updated engineering plans shall be provided for each of the Sustainable Urban Drainage Systems (SuDS) and critical drainage elements, including the flow control features.</li> <li>c) Provide calculations for the entire SuDS system, including the pipe network, for the 1 in 1 year, the 1 in 30 year event, the 1 in 100 year event and the 1 in 100 year plus 40% climate change event.</li> <li>d) Provide information on the management of health and safety risks in relation to feature design.</li> <li>e) Provide a system valuation (including capital costs, operation and maintenance costs, cost contributions) and a demonstration of long-term economic viability.</li> <li>f) Provide confirmation of the party or parties responsible for maintenance of the SuDS system.</li> <li>g) Provide a method statement for the management of surface water runoff arising during the construction.</li> <li>h) Provide evidence of consent from Anglian Water to discharge at the proposed discharge rate and location(s).</li> </ul> <p>Reason: To ensure satisfactory drainage of the site in accordance with Policy KP2 of the Core Strategy (2007) and Development Management Document (2015) Policy DM14</p>
45.	<p>Within each Reserved Matters Applications, a foul drainage strategy to serve that Phase/sub-phase of the development as shown on the approved Illustrative Phasing Plan BEQ-LDA-ZZ-XX-XX-DR-N-ST-00100 Rev 05, or a revision to this plan as approved under condition 19 of this consent or a revision to this plan as approved under condition 19 of this consent, shall be submitted to and agreed in writing by the Local Planning Authority. The strategy shall include:</p> <ul style="list-style-type: none"> <li>a) A programme for implementation; and</li> <li>b) Details of future maintenance and management of the proposed foul drainage system.</li> </ul> <p>No Phase/sub-phase shall be commenced until details of the foul water drainage to serve that Phase /Sub-Phase has been submitted to and approved in writing by the Local Planning Authority. The details shall comply with the approved Site wide foul drainage strategy. The approved details shall be implemented before the first occupation of the Phase/sub-phase concerned and be retained and maintained for the lifetime of the development thereafter.</p>

	Reason: To ensure the approved development provides satisfactorily for foul drainage in accordance with the National Planning Policy Framework (2019), Core Strategy (2007) Policies KP1, KP2 and KP3.
<b>Opening Hours</b>	
46.	<p>With the exception of those uses falling within Use Class E for the purposes of indoor sport, recreation or fitness principally serving visiting members of the public, all other Class E, B2 and Sui Generis uses hereby permitted shall only be permitted to be open to the public between the hours of 07.00 and 23.00 on any day.</p> <p>Reason: To protect residential amenity and general environmental quality in accordance with the National Planning Policy Framework (2019), Core Strategy (2007) Policies KP2 and CP4, and Policies DM1 and DM3 of the Development Management Document (2015).</p>
<b>Sustainability and Energy</b>	
47.	<p>No non-residential part of the development hereby approved shall take place above ground floor slab level until evidence that the development is registered with a BREEAM certification body (or any body which subsequently replaces BREEAM of a suitable equivalent standard) and a pre-assessment report (or design stage certificate with interim rating if available) has been submitted indicating that the development can achieve a Very Good BREEAM level or any standard which replaces this in future.</p> <p>Reason: This condition is required in the interests of providing a sustainable development, in accordance with Policies KP2 and CP4 of the Core Strategy (2007) and Policy DM2 of the Development Management Document (2015).</p>
48.	<p>No part of any non-residential building hereby approved shall be first occupied unless and until a final Certificate has been issued certifying that BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) rating "Very Good" has been achieved for that building.</p> <p>Reason: In the interests of providing a sustainable development, in accordance with Policies KP2 and CP4 of the Core Strategy (2007) and Policy DM2 of the Development Management Document (2015).</p>
49.	<p>Any application for Reserved Matters for any Phase/sub-phase pursuant to Condition 17 of this planning permission, must be accompanied by a specific Energy Strategy, for approval under the Reserved Matters Applications for that Phase/sub-phase that accords with the terms and objectives of the Energy Strategy (Better Queensway: Sustainability Statement, Mott MacDonald 17 July 2020) demonstrating how at least 10% of the total energy needs of that Phase/Sub-Phase is to be supplied using on site renewable sources. Where relevant, the specific Energy Strategy shall include details of flue heights and locations and use low NOx boilers. The specific Energy Strategy approved under that Reserved Matters submission shall be implemented in full prior to the first occupation of the building(s) to which it relates. The energy centre(s) and associated infrastructure shall be</p>

	<p>maintained and made available for use for the lifetime of the development.</p> <p>Reason: In the interests of providing sustainable development and ensuring a high quality of design in accordance with Policy KP2 of the Core Strategy (2007) and the Design and Townscape Guide (2009).</p>
50.	<p>The new dwellings hereby approved shall incorporate water efficient design measures set out in Policy DM2 (iv) of the Development Management Document to limit internal water consumption to 105 litres per person per day (lpd) (110 lpd when including external water consumption), including measures of water efficient fittings, appliances and water recycling systems such as grey water and rainwater harvesting before they are occupied.</p> <p>Reason: To minimise the environmental impact of the development through efficient use of resources and better use of sustainable and renewable resources in accordance with the National Planning Policy Framework (2019), Core Strategy (2007) Policies KP2 and CP4, Development Management Document (2015) Policy DM2, and the advice contained within the National Design Guide (2019) and the Design and Townscape Guide (2009).</p>
<b>Designing Out Crime</b>	
51.	<p>With the exception of demolition, site clearance and preliminary works , no development of any Phase/sub-phase of the development hereby approved and as shown on Plan BEQ-LDA-ZZ-XX-XX-DR-N-ST-00100 Rev 05 or a revision to this plan as approved under condition 19 of this consent shall commence above ground level until and unless a scheme showing the principles to be implemented to reduce the risk of crime and fear of crime for that Phase/sub-phase has been submitted to and approved in writing by the Local Planning Authority in consultation with the Police Designing out Crime Officer. That part of the development shall not be occupied until and unless the approved scheme for that part of the development has been fully implemented. The approved measures shall be maintained for the lifetime of the development.</p> <p>Reason: To ensure the creation of a safe and secure environment in accordance with the National Planning Policy Framework, Core strategy Policies KP2 CP4 and CP6 and guidance in the Southend Design and Townscape Guide (2007)</p>
<b>Refuse and Recycling</b>	
52.	<p>No above ground development in any Phase or Sub-Phase of the development hereby approved and as shown on Illustrative Phasing Plan BEQ-LDA-ZZ-XX-XX-DR-N-ST-00100 Rev 05, or a revision to this plan as approved under condition 19 of this consent, shall be commenced until and unless details of refuse and recycling facilities and enclosures for that Phase or Sub-Phase of the development showing their design, location, capacity and external appearance have been submitted to and approved in writing by the Local Planning Authority. The approved facilities and enclosures shall be provided and made available for use before the occupation of any part of the development that they are designed to serve and shall be maintained for the lifetime of the development.</p>

	<p>Reason: To ensure that the development is satisfactorily serviced and that satisfactory waste management is undertaken in the interests of highway safety and visual amenity and to protect the character of the surrounding area, in accordance with Policies KP2 and CP3 of the Core Strategy (2007) and Policy DM15 of the Development Management Document (2015) and Design and Townscape Guide (2009).</p>
53.	<p>Prior to the first occupation of any part of any building approved under this permission, a Recycling/Waste Management Plan and Service Plan for that building shall be submitted to and approved in writing by the Local Planning Authority. The Recycling/Waste Management Plan and Service Plan shall include full details of the management and servicing arrangements for storage and collection of recycling and waste. Waste/recycling management and servicing of the building shall be implemented prior to occupation of each building in strict accordance with the approved details and carried out in perpetuity thereafter.</p> <p>Reason: To ensure that the development provides adequate refuse and recycling facilities 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) and Design and Townscape Guide (2009).</p>
<b>Parking, Electric Vehicle Charging and Travel Plans</b>	
54.	<p>With the exception of demolition, site clearance and preliminary works , no development within a Phase or Sub-Phase of the development hereby approved and as shown on Illustrative Phasing Plan BEQ-LDA-ZZ-XX-XX-DR-N-ST-00100 Rev 5, or a revision to this plan as approved under condition 19 of this consent, shall take place until and unless details of the permanent and temporary car parking spaces including the accessible parking bays for the relevant part of the development and any scooter/motorbike parking within that Phase/sub-phase have been submitted to and approved in writing by the Local Planning Authority. Car parking shall be provided at an aggregate ratio of 0.70 spaces per dwelling, subject to review in accordance with any updated Car Park Management Plan(s) submitted pursuant to the terms of this condition. The approved parking spaces shall be provided and made available for use and the accessible parking bays shall be clearly marked with a British Standard disabled symbol prior to the occupation of that part of the development and shall be maintained for the lifetime of the development (unless it is temporary car parking to be removed in a subsequent phase) for the accommodation of vehicles of occupiers and visitors in relation to the dwellings within that phase or sub-phase and not used for any other purpose.</p> <p>Reason: To ensure that adequate car parking is provided and retained to serve the development in accordance with Policy DM15 of the Council's Development Management Document (2015) and Policy CP3 of the Core Strategy (2007).</p>
55.	<p>Prior to the occupation of any residential unit within a Phase or Sub-Phase of the development hereby approved and consistent with Illustrative Phasing Plan BEQ-LDA-ZZ-XX-XX-DR-N-ST-00100 Rev 05 a Car Parking Management Plan setting out the allocation and management of permanent, temporary and disabled car parking spaces, provision of two car club spaces (across the entirety of the</p>

	<p>development) and parking controls for that Phase or Sub-Phase shall be submitted to and approved by the local planning authority. The Car Parking Management Plan shall accord with the recommendations of the Civic Engineers Outline Parking Management Strategy dated 31 July 2020 or any subsequent plan approved by the Local Planning Authority within the scope of this planning condition. Prior to the occupation of each part of the development the approved Car Parking Management Plan for that part shall be fully implemented and thereafter maintained for the lifetime of the development (unless it is temporary car parking to be removed in a subsequent phase). Any temporary car parking shall not be removed unless and until replacement parking is provided or a strategy and timetable for delivery of replacement car parking is submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To ensure that adequate car parking arrangements are provided to serve the development in accordance with Policy DM15 of the Council's Development Management Document (2015) and Policy CP3 of the Core Strategy (2007).</p>
56.	<p>With the exception of demolition, site clearance and preliminary works, no development within any Phase/sub-phase of the development hereby approved and as shown on the approved Illustrative Phasing Plan BEQ-LDA-ZZ-XX-XX-DR-N-ST-00100 Rev 05, or a revision to this plan as approved under condition 19 of this consent, shall commence above ground level until and unless details of the cycle parking facilities for that Phase/sub-phase have been submitted to and approved in writing by the Local Planning Authority. The submission shall include details of the security, monitoring and access arrangements for the cycle parking facilities for occupants and visitors. Cycle parking designed for residents shall be secured and covered. Cycle parking for commercial occupants and visitors shall be secured. The phase/sub-phase of development shall not be occupied until and unless the approved details for that part of the development have been implemented fully in accordance with the approved details and made available for use. Thereafter, the cycle parking facilities shall be permanently maintained for the lifetime of the development.</p> <p>Reason: To ensure that adequate cycle parking is provided and retained to serve the development in accordance with Policies KP2 and CP3 of the Core Strategy (2007) and Policies DM1 and DM15 of the Development Management Plan (2015).</p>
57.	<p>Prior to first occupation of any part of any Phase/sub-phase of the development hereby approved and as shown on the approved Illustrative Phasing Plan BEQ-LDA-ZZ-XX-XX-DR-N-ST-00100 Rev 05), or a revision to this plan as approved under condition 19 of this consent, details of the number and location of electric car charging points to be installed for that Phase/sub-phase shall be submitted to and approved in writing by the Local Planning Authority. At least 20% of all permanent on-street and enclosed car parking spaces within each Phase shall have an electric charging point provided capable of charging vehicles from the outset (active provision) and every car parking space shall be future proofed so that electric charging points can be installed when demand requires, e.g. four-way duct and draw-pits to all service bays (passive provision). For the avoidance of doubt, at least 20% of all permanent on-street car parking spaces within each Phase shall have an</p>

	<p>electric charging point provided capable of charging vehicles from the outset (active provision). That part of the development shall be implemented in full accordance with the approved details before it is brought into use.</p> <p>Reason: In the interests of providing sustainable transport choices in accordance with Policy KP2 and CP3 of the Core Strategy (2007) and DM2 and DM15 of the Development Management Plan (2015).</p>
58.	<p>With the exception of demolition, site clearance and preliminary works, no development shall commence above ground level within any Phase or Sub-Phase of the development hereby approved and as shown on the approved Illustrative Phasing Plan BEQ-LDA-ZZ-XX-XX-DR-N-ST-00100 Rev 05, or a revision to this plan as approved under condition 19 of this consent, unless and until a detailed scheme for the areas proposed for adoption and for the management of on-street parking within that Phase or Sub-Phase, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate that servicing and refuse vehicles will be able to access the relevant parts of the development in a safe manner. The approved scheme shall be fully implemented prior to full occupation of the relevant part of the development in accordance with the timetable approved under the terms of this condition and shall thereafter be maintained for the lifetime of the development.</p> <p>Reason: In the interests of highway safety, the free flow of the local highway network and the amenities of nearby and surrounding occupiers pursuant to Policies KP2 and CP4 of the Core Strategy (2007), Policies DM1, DM3 and DM15 of the Development Management Document (2015).</p>
59.	<p>Each Reserved Matters Application for a Phase/sub-phase of the Development must be accompanied by a Travel Plan for that Phase/sub-phase of the development which accords with the guiding principles set out in the Master Travel Plan 1042-04 dated 15 June 2020 or any subsequent updated/amendment to it approved in writing by the Local Planning Authority and a timeframe for the implementation for the Travel Plan. The approved Travel Plan measures shall be implemented in accordance with the approved timeframe and thereafter maintained for the lifetime of the development.</p> <p>Reason: In the interests of sustainability and promoting non-car modes of transport in accordance with the National Planning Policy Framework (2019), Core Strategy (2007) Policies KP2, CP3 and CP4, Development Management Document (2015) Policy DM15, and Design and Townscape Guide (2009).</p>
<b>Deliveries and Servicing</b>	
60.	<p>Save for demolition, site clearance and preliminary works, no development of any commercial unit within the development hereby approved shall commence until and unless a Delivery and Servicing Plan for that commercial unit, to incorporate details of deliveries to the site, including size of vehicle, routing of deliveries, and times of deliveries has been submitted to and approved in writing by the Local Planning Authority. The use shall be operated solely in accordance with the approved Plan and shall be maintained for the lifetime of the development..</p>



	<p>Reason: To ensure that the development is satisfactorily serviced, and that satisfactory waste management is undertaken in the interests of highway safety and visual amenity and to protect the character of the surrounding area, in accordance with Policies KP2 and CP3 of the Core Strategy (2007) and Policy DM15 of the Development Management Document (2015) and Design and Townscape Guide (2009).</p>
<b>Noise, Plant Machinery and Equipment</b>	
61.	<p>No plant machinery or equipment for the proposed non-residential uses hereby approved shall be installed until and unless full details of their location, design, appearance and technical specifications and a report detailing any mitigation measures proposed in respect of noise, odour and vibration impacts has been submitted to, and approved in writing by, the Local Planning Authority.</p> <p>The details shall include a Noise Impact Assessment conducted by a competent person to assess the potential impact of the plant machinery and equipment to be installed (including for heating and ventilation of the building, entertainment noise including amplified music, film and speech and the extraction and control of fumes and odours). With reference to British Standard BS4142:2014+A1:2019 the specific sound level arising from all plant machinery and equipment shall be 10dBA below the prevailing background noise level measured and determined in accordance with the British Standard.</p> <p>The installation of plant machinery and equipment shall be carried out in full accordance with the approved details and specifications and any required noise, odour and vibration mitigation measures shall be undertaken in accordance with the agreed details before the non residential space concerned is brought into use</p> <p>Reason: To protect the amenities of the occupiers of the development and those neighbouring the site from undue noise and disturbance in order to protect their amenities in accordance with Core Strategy (2007) policies KP2 and CP4, Policies DM1, DM3 and DM8 of the Development Management Document (2015) and Design and Townscape Guide (2009).</p>
62.	<p>A. Each Reserved Matters Application for a Phase/sub-phase of the Development must be accompanied by a Noise Impact Assessment for approval assessing noise impacts on existing and proposed residential uses in accordance with the findings of Chapter 11 of the Environmental Statement (June 2020). The Noise Impact Assessment for the Phase/sub-phase shall include background noise levels for that Phase/sub-phase of the development as shown on the approved Illustrative Phasing Plan BEQ-LDA-ZZ-XX-XX-DR-N-ST-00100 Rev 05 (or a revision to this plan as approved under condition 19 of this consent).</p> <p>B. Internal ambient noise – each Phase/sub-phase shall be designed to ensure internal ambient noise levels for residential areas do not exceed the guideline values in British Standard BS8233:2014 and as stated at Table 11.1 of Chapter 11 of the Environmental Statement. A detailed scheme of sound insulation measures to</p>

	<p>achieve these internal ambient noise levels shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of each Phase/sub-phase hereby approved. The detailed scheme shall include:</p> <ol style="list-style-type: none"> <li>1. details of any necessary façade sound insulation measures to achieve these internal ambient noise levels; and</li> <li>2. details of ventilation measures in the form of Mechanical Extract Information and/or Mechanical Ventilation with Heat Recovery in order to meet the requirements of Building Regulations Approved Document F “Ventilation” (or subsequent amendments).</li> </ol> <p>C. External amenity spaces – the design and layout of each phase/sub-phase shall seek to protect external amenity spaces (balconies of not less than 5sq.m, roof terraces and landscaped podium areas) against externally generated transportation noise sources including road and rail in accordance with the findings of Chapter 11 of the Environmental Statement (June 2020).</p> <p>Any mitigation measures required by Parts B and C of this planning condition shall be completed in accordance with the approved details before the relevant dwellings within each Phase/sub-phase are occupied and shall thereafter be retained as approved for the lifetime of the development.</p> <p>Reason: In the interest of the residential amenity of nearby occupiers and occupiers of the development during its construction in accordance with the National Planning Policy Framework (2019), Policies KP2 and CP4 of the Core Strategy (2007), Policies DM1 and DM3 of the Development Management Document (2015).</p>
<b>Roof Apparatus and London Southend Airport</b>	
63.	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 without the receipt of express planning permission in writing from the Local Planning Authority, no satellite antenna, apparatus or plant of any sort (including structures or plant in connection with the use of telecommunication systems or any electronic communications apparatus) shall be erected on the site or roof of any building within the development hereby approved unless and until details of their purpose size and location have been submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved details in consultation with the Airport Authority under the terms of condition.</p> <p>Reason: In the interests of aviation safety in accordance with Development Management Document (2015) Policy DM4.</p>
64.	<p>Prior to above ground works within any Phase or Sub-Phase of the development hereby approved and as shown on the approved Illustrative Phasing Plan BEQ-LDA-ZZ-XX-XX-DR-N-ST-00100 Rev 05 confirmation that the Phase or Sub-Phase complies with the relevant Instrument Flight Procedures of the Airport Authority shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Airport Authority.</p>

	Reason: In the interests of aviation safety in accordance with Development Management Document (2015) Policy DM4.
65.	<p>Prior to the commencement of development within any Phase or Sub-Phase of the development hereby approved and as shown on the approved Illustrative Phasing Plan BEQ-LDA-ZZ-XX-XX-DR-N-ST-00100 Rev 05 details of cranes to be used in the construction of that Phase or Sub-Phase shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Airport Authority. The details shall include the location of cranes and maximum heights in order to allow the Airport Authority to undertake further assessment prior to commencement of development. Thereafter cranes shall only be operated in accordance with the approved details.</p> <p>If additional cranes are required following commencement of development, or revised crane heights or locations are subsequently sought, the revised details shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Airport Authority prior to the first operation of the relevant cranes.</p> <p>All cranes required for construction must be limited to operate no taller than 114.2m AOD unless the Airport Authority has been notified of any cranes proposed to operate over 114.2m AOD and the proposed maximum crane heights and locations have been reviewed and approved by the Local Planning Authority in consultation with the Airport Authority prior to the first operation of the cranes.</p> <p>Reason: In the interests of aviation safety in accordance with Development Management Document (2015) Policy DM4.</p>
<b>CCTV</b>	
66.	<p>Prior to the first occupation of any Phase/sub-phase of the development hereby approved, details of a CCTV scheme to serve the external areas of that Phase/sub-phase of the development shall be submitted to and agreed in writing with the Local Planning Authority. The details shall include the location and design of CCTV equipment (including CCTV to cover the car park areas), its management, monitoring of activity, policing and maintenance. The installation of the CCTV shall be carried out in accordance with the approved details before that Phase/sub-phase of the development hereby approved is first occupied or brought into first use. The CCTV shall thereafter be operated in accordance with the approved details and shall be maintained permanently for the lifetime of the development.</p> <p>Reason: To safeguard character and appearance of the area and amenities of neighbouring occupiers and for safety and crime prevention in accordance with the National Planning Policy Framework (2019), Policies KP2 and CP4 of the Core Strategy (2007), Policies DM1 and DM3 of the Development Management Document (2015) and the Design and Townscape Guide (2009).</p>
<b>Public Art</b>	
67.	Prior to commencement of the development above ground within the Phases/Sub-

	<p>Phases containing Porters Park, Coleman Gardens and All Saints Square, details of the provision of public art, including a strategy for provision, within these phases/sub-phases, shall be submitted to and approved in writing by the Local Planning Authority. The public art shall be provided within each of the relevant Phases/Sub-Phases prior to first occupation of that Phase/sub-phase.</p> <p>Reason: To comply with policies KP2 and CP4 of the Core Strategy (2007), Policy DM1 of the Development Management Document (2015) and Policy PA4 of SCAAP (2018).</p>
<b>Permitted Development</b>	
68.	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended), or any Order or Act of Parliament revoking and re-enacting that Order with or without modification, no development shall be carried out at the development hereby approved specified within Schedule 2, Part 1, Classes A, B, E and F of the Town and Country Planning (General Permitted Development) Order 2015 without the receipt of express planning permission in writing from the Local Planning Authority.</p> <p>No satellite antenna, apparatus or plant of any sort (including structures or plant in connection with the use of telecommunication systems or any electronic communications apparatus) shall be erected on the site or roof of any building within the development hereby approved unless and until details of their purpose size and location have been submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved details in consultation with the Airport Authority.</p> <p>Reason: To enable the Local Planning Authority to regulate and control development in the interest of the amenity of neighbouring properties, to safeguard the character of the area and in the interests of aviation safety in accordance the National Planning Policy Framework (2019), Core Strategy (2007) Policies KP2 and CP4, Development Management Document (2015) Policy DM1 and DM4, and the Southend Design and Townscape Guide (2009).</p>
<b>Unilateral Undertaking</b>	
69.	<p>No development shall commence on any phase of the development or part of the development until that phase or part thereof has been bound (which for the avoidance of doubt excludes public highway) by a Section 106 Agreement containing the same terms as the agreed form Section 106 agreement annexed to the Section 106 Unilateral Undertaking dated [TBC] to the satisfaction of the Local Planning Authority.</p> <p>Reason: For the avoidance of doubt and in the interests of proper planning.</p>

## **Informatives**

- 1 All cranes associated with the development must follow the relevant process for approval from the aerodrome authority prior to their operation.
  - 2 Any design changes to the outline element of the development hereby approved may require further assessments to be conducted by the Airport Authority. Any changes must be notified to the Airport Authority for review.
  - 3 Please note that the proposed development subject of this application is liable for a charge under the Community Infrastructure Levy (CIL) Regulations 2010 (as amended). The amount of levy due will be calculated at the time a reserved matters application is submitted. Further information about CIL can be found on the Planning Portal ([www.planningportal.co.uk/info/200136/policy\\_and\\_legislation/70/community\\_infrastructure\\_levy](http://www.planningportal.co.uk/info/200136/policy_and_legislation/70/community_infrastructure_levy)) or the Council's website ([www.southend.gov.uk/cil](http://www.southend.gov.uk/cil)).
  - 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.
  - 5 Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087.
  - 6 Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087.
  - 7 Protection of existing assets - A public sewer is shown on record plans within the land identified for the proposed development. It appears that development proposals will affect existing public sewers. It is recommended that the applicant contacts Anglian Water Development Services Team for further advice on this matter. Building over existing public sewers will not be permitted (without agreement) from Anglian Water.
  - 8 Building near to a public sewer - No building will be permitted within the statutory easement width of 3 metres from the pipeline without agreement from Anglian Water. Please contact Development Services Team on 0345 606 6087.
  - 9 The developer should note that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer adoption agreement with Anglian Water (under Sections 104 of the Water Industry Act 1991), they should contact our Development Services
  - 10 Team on 0345 606 6087 at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements.
-

## Appendix 6 Heads of Terms for S106 Agreement

The Section 106 contributions (as set out below), which will form part of the Section 106 Agreement that is to be completed pursuant to the relevant Grampian conditions, are considered to comply with Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended). Should planning permission be granted, the following contributions are deemed necessary to make the scheme acceptable in planning terms, they are directly related to the development and are reasonably related in scale and kind to the development:

<b>Affordable Housing</b>
<ul style="list-style-type: none"> <li>• Provision of 300 affordable rented units (at social rented terms) and 12 units as shared equity</li> <li>• Submission of Affordable Housing Strategy for each phase with first RM in any Phase, including details of the tenure, location and dwelling mix and a statement of compliance to demonstrate progress against the overall Affordable Housing requirement. No commencement of relevant RMs until the Affordable Housing Strategy for that RM is approved and thereafter implement as approved.</li> <li>• Restriction on occupation of 80% market units within each Phase until the Affordable Housing (including the decant units) has been constructed and transferred to an RP</li> <li>• Nominations of Affordable Housing Units</li> <li>• Restriction on use of affordable housing units for affordable housing</li> <li>• Registered Provider is to be Swan Housing Association</li> <li>• Affordable Housing dwelling mix (excluding decant units) to be 40-50% 1 bed units and 40-50% 2 bed units subject to local housing needs. 10 of the 300 affordable rented units will be provided as 3 beds.</li> <li>• Affordable Housing to meet Nationally Described Space Standards in accordance with the Design Code</li> </ul>
<b>Viability review</b>
<p>Mechanism within s106 with phased reviews at appropriate triggers. Fixed and variable assumptions for viability reviews to be included within s106 agt. Any excess identified following the viability review process is to be used towards the provision of additional affordable housing and/or the deferred secondary education contribution (as the Council in its absolute discretion shall determine).</p>
<b>Education</b>
<ul style="list-style-type: none"> <li>• Phased Contributions towards Secondary Education provision -triggers for payment on occupation of residential units in each phase. Secondary Contribution of £718,119.05 (based on 1,000 dwellings) but calculated on a formula basis to be used towards improving existing facilities and accommodation at Cecil Jones Academy Eastern Avenue, Southend on Sea, Essex SS2 4BU and Southchurch High School Southchurch Boulevard Southend on Sea, Essex SS2 4BU.</li> <li>• On submission of a reserved matters application, Council to confirm the applicable current formula for calculating education contributions, so the applicant can calculate the contribution which would have been payable had a fresh application been submitted at that point. This calculation is to assist the Council in considering whether to use any surplus generated from the viability review mechanism for a</li> </ul>

deferred secondary education contribution.
<b>Transport</b>
<b>Highway Works</b>
To be secured through a s106 obligation to carry out and complete the Highway Works in accordance with the terms of a s278/s38 agreement. Restriction on commencement of development (save for carve out for demolition and preliminary works to enable utilities work to commence) until Highway Works Agreement entered into. May be more than one Highway Works Agreement in view of phasing of Highway Works. S278 to include appropriate bond and capped supervision fee
<b>On Site Highway Works</b>
<p><b>Queensway Works</b></p> <p>To be completed before PC of the final block in Phase 1A as shown on the Indicative Phasing Plan</p> <ul style="list-style-type: none"> <li>Remodelling of the Short Street / Chichester Road / Queensway signalised junction including approaches, exits and pedestrian crossing facilities as per drawing 1042-01-CIV-XX-GA-002-P06</li> <li>Removal of five arm roundabout at Queensway/Sutton Road/ Southchurch Road and associated vehicular underpass, pedestrian subways and pedestrian footbridges as per drawings 1042-01-CIV-XX-GA-003-P06, 1042-01-CIV-XX-GA-004-P06 and 1042-01-CIV-XX-GA-005-P06</li> <li>Regrading of Queensway to provide new 4 lane carriageway at grade with reduced speed limits, from one hundred metres west of Short Street / Chichester Road / Queensway signalised junction to the Queensway /Southchurch Road roundabout. Works include improvements to and provision of pedestrian footways and cycleways and includes filling in of the underpass as per drawings 1042-01-CIV-XX-GA-002-P06, 1042-01-CIV-XX-GA-003-P06 and 1042-01-CIV-XX-GA-004-P06</li> <li>New four arm roundabout at grade linking Southchurch Road and Queensway with removal of Sutton Road connection. Including pedestrian and cyclist crossing facilities as per drawing 1042-01-CIV-XX-GA-004-P06</li> <li>Sutton Road between Malvern and Southchurch Road converted to two way traffic with associated realignment as per drawing 1042-01-CIV-XX-GA-007-P06</li> <li>New four arm roundabout with Sutton Road, Southchurch Road and Tyrrel Drive and closure to motorised vehicles only from Lancaster Gardens to Southchurch Road as per drawing 1042-01-CIV-XX-GA-006-P06</li> <li>New at grade pedestrian/cycle crossings in the form of controlled and uncontrolled facilities- as per drawings 1042-01-CIV-XX-GA-002-P06, 1042-01-CIV-XX-GA-003-P06, 1042-01-CIV-XX-GA-004-P06 and 1042-01-CIV-XX-GA-005-P06, 1042-01-CIV-XX-GA-006-P06 and 1042-01-CIV-XX-GA-007-P06</li> <li>New public realm, landscaping including parking and loading bays both within the new road along its sides and adjacent to new pedestrian/cycle routes either side of the regraded road as per drawings 1042-01-CIV-XX-GA-002-P06, 1042-01-CIV-XX-GA-003-P06, 1042-01-CIV-XX-GA-004-P06 and 1042-01-CIV-XX-GA-005-P06, 1042-01-CIV-XX-GA-006-P06 and 1042-01-CIV-XX-GA-007-P06.</li> <li>Relocation of two bus stops on Sutton Road to suit new alignment of Sutton Road as per drawing 1042-01-CIV-XX-GA-007-P06</li> <li>Associated street lighting</li> </ul>
<b>Southern Queensway Works</b>

To be completed by PC of the final block in the second Phase (currently Phase 3 as shown on the Indicative Phasing plan)

- Regrading of Queensway to provide new 4 lane carriageway at grade with reduced speed limits, from Queensway / Southchurch Road roundabout to the north side of the London to Shoeburyness railway bridge. Works include improvements to and provision of pedestrian footways and cycleways, and removal of pedestrian subway between Tyrrel Drive and Whitegate Road as per drawing 1042-01-CIV-XX-GA-005-P06
- All associated street lighting

### **Victoria Gateway Works**

To be completed by PC of the final block in the second Phase (currently Phase 3 as shown on the Indicative Phasing plan)

- The addition of a southbound nearside flare lane of twenty-five metres length on Victoria Avenue to allow for dual left turn traffic lanes to Queensway.
- The reduction in radii of the northwest corner kerb line to reduce pedestrian crossing length
- Relocation of pedestrian crossing and vehicular stop line on Queensway eastbound approach
- Associated alterations to public realm, street lighting, road signage and road markings to accommodate the above.

All as per drawing BEQ-LDA-ZZ-XX-XX-DR-N-ST-00002

### **Travel Strategy Group and Contribution**

To convene a Travel Strategy Group (TSG) on first Occupation to monitor the overall traffic impact of the development together with other schemes coming forward within the area and determine whether the highways contribution of £90,000 (TSG Contribution) is required by way of further mitigation; to comprise mitigation funded via the Signalling Contribution and the Sustainable Travel Fund Contribution (outlined below). TSG to be made up of a representative of the Council, and representative of the Developer, and an independent chair. TSG to make recommendations to the Council in accordance with their terms of reference regarding whether or not the TSG Contribution or part thereof is to be drawn down to fund identified mitigation measures; such funds to be drawn down in accordance with timings recommended by the TSG or on the earlier of practical completion of the development or 1 November 2033. Repayment provisions to be included in event monies are not expended.

The TSG Contribution shall be made up of::

- (1) Signalling Contribution of £45,000 for additional mitigation to be provided by the Council in the form of signalised upgrades to the following junctions:
  - Western arm of Queensway/Southchurch Road Roundabout – conversion to signal crossings
  - Sutton Road/Southchurch Road northern arm – conversion to signal crossing
  - Bournemouth Park Road/ Southchurch Road – conversion to MOVA
- (2) Sustainable Travel Plan Fund of £45,000 towards the costs of periodic travel surveys and implementing intervention measures recommended by the TSG

TSG to make recommendations to the Travel Plan Co-ordinator in relation to the expenditure of the Travel Fund. Travel Plan Fund to be administered by Travel Plan Co-ordinator



<b>Traffic Regulation Orders</b>
Reasonable costs of the Council in the promotion, consultation and making of the Traffic Regulation Orders on a phased basis as per below together with the costs of providing any related signage, if required
<b>Queensway works TROs</b>
<i>Required at commencement of Queensway Works</i>
<ul style="list-style-type: none"> <li>• Sutton Road between Malvern and Southchurch Road one way conversion to two way</li> <li>• Prohibition of motorised vehicles only between Lancaster Gardens and Southchurch Road</li> <li>• To reduce speed on redeveloped Queensway from 40mph to 30mph from the junction with Chichester Road / Short Street signalised junction to sixty metres west of roundabout with Southchurch Road - full details to be worked up</li> </ul>
<i>Required by completion of Queensway Works</i>
<ul style="list-style-type: none"> <li>• Prohibition of all vehicles other than local buses between Queensway eastbound bus stop under Victoria Centre overbridge to local road adjacent to Victoria Railway Station</li> <li>• Queensway from one hundred metres west of Short Street / Chichester Road / Queensway signalised junction to the Queensway /Southchurch Road roundabout – alterations to waiting, stopping and loading restrictions</li> <li>• Southchurch Road from Queensway to sixty metres east of Lancaster Gardens junction - alterations to waiting, stopping and loading restrictions</li> <li>• Sutton Road from Southchurch Road to twenty metres south of Boscombe Road - alterations to waiting, stopping and loading restrictions</li> </ul>
<i>Required by completion of Southern Queensway Works</i>
<ul style="list-style-type: none"> <li>• Alterations to waiting, stopping and loading restrictions</li> </ul>
<b>Phase 1A TROS</b>
<i>Required at start of construction of Phase 1</i>
Essex Street from junction with Southchurch Road to conversion from one way to two way traffic – details to be reviewed
<i>Required by completion of Phase 1A</i>
New road between Chichester Road and Essex Street – creation of waiting, stopping and loading restrictions
<b>Phase 2 TROS</b>

*Required by completion of Phase 2*

- Coleman Street and Prittlewell Street - alterations to waiting, stopping and loading restrictions
- Sutton Road from twenty metres south of Boscombe Road to twenty metres north of Coleman Street - alterations to waiting, stopping and loading restrictions

**Phase 3 TROS**

*Required by completion of Phase 3*

- Short Street from one hundred seventy metres north of Queensway - alterations to waiting, stopping and loading restrictions

**Phase 4 TROS**

*Required by completion of Phase 4*

- Southchurch Road between Queensway and Chichester Road - alterations to waiting, stopping and loading restrictions
- Chichester Road between Southchurch Road and Queensway - alterations to waiting, stopping and loading restrictions

**Stopping up Orders**

*At commencement of Phase 1 plots*

- Area 1 – An area of circa 3325 square metres on the southern side of Queensway from the junction with Chichester Road to the junction with Southchurch Road
- Area 2 – An area of circa 2360 square metres south of the junction with Sutton Road / Malvern to the junction with Queensway

*At commencement of phase 2*

- Area 3 – An area of circa 10 square metres on the north west side of the junction bellmouth of Sutton Road / Malvern
- Area 7 – An area of 860 circa square metres on the north side of Queensway from the junction of Coleman Street / Prittlewell Street to Sutton Road

*At the commencement of phase 4*

- Area 4 – An area of circa 110 square metres of Essex Street to the rear of property No 125 Southchurch Road
- Area 5 – An area of circa 135 square metres on north side of Southchurch Road from the junction of Essex Street to Queensway. The forecourts of properties No 124 to 140 Southchurch Road
- Area 6 – An area of circa 970 square metres of Essex Street from No 95 to 107 Southchurch Road including the area from Essex Street to Southchurch Road between properties No 81 and No 95 Southchurch Road

<b>Travel Plan</b>
Monitoring fees of £5,000 per year for a 10 year period in relation to the Travel Plan. Trigger for first payment on first occupation of a Residential Unit and thereafter on the anniversary of that payment for a period expiring 9 years from first Occupation of the first Residential Unit
<b>Travel Packs</b>
To be provided to the first occupier of each residential Unit prior to occupation. To include details of local bus and rail operators, taxi companies, community transport, school transport operators and car clubs and links to key website e.g. Forward Motion website. Details of any offer by bus operators of discounted travel to residents of the estate will be provided to residents. Travel plan coordinator to be appointed to administer the Travel Plan Fund
<b>Travel Plan Fund</b>
<ul style="list-style-type: none"> <li>• Travel Plan Fund to be established for each Phase prior to occupation of the first residential unit within each phase.</li> <li>• Value of Travel Plan Fund and proposed allocation of the Travel Plan Fund for each Phase to be submitted with the travel plan with first RM for each Phase and take into account the up to date expenditure of the Travel Plan Fund and review the outcomes of the sustainable transport initiatives provided in earlier Phases.</li> <li>• Travel Plan Fund to be subject to an overall Travel Plan Fund Cap of £100 per household.</li> <li>• Travel Plan Fund to be administered by Travel Plan Co-Ordinator</li> <li>• Travel Plan Fund to be used to encourage sustainable transport initiatives to support a modal shift away from the use of the private car by occupiers of the residential units in accordance with the Framework Travel Plan and administered by the Travel Plan Co-ordinator having regard to the FTP and approved travel plans for each Phase/Sub Phase. Could be used to secure discounted public transport tickets, bicycle hire at discounted/ subsidised rates, car club membership for 1 year and a specified number of hours of free driving time for the first household in occupation of each residential Unit and any other sustainable transport initiatives to be agreed with the Council in accordance with the FTP and approved travel plans for each Phase/sub Phase.</li> </ul>
<b>Car Club</b>
<ul style="list-style-type: none"> <li>• Reasonable endeavours Obligation to enter into an agreement with a car club operator for 10 years</li> <li>• Provision of free membership for 1 year and a specified number of free driving hours (the value of this to be taken from the Travel Plan Fund. Other costs including any costs in entering into the contract with a car club operator to be at expense of developer</li> <li>• Car club obligations fall away if it is not possible to agree terms with a car club operator or no car club operator operating within the vicinity of the development</li> </ul>
<b>Open Space</b>
Details of any Public Open Space to be provided for each phase or sub phase with the first RM for that phase or sub phase, setting out quantum and location, detailed design and specification including relevant adoptable standards (if Public Open Space is to be adopted by the Council), proposed maintenance

arrangements and updated statement confirming amount of Public Open Space provided to date.

Phased provision- 4 main open spaces to be provided as shown on Land Use Parameter Plan.

- Porters Park to be delivered on a phased basis in accordance with a timetable to be submitted to and agreed with the LPA taking into account the demolition and construction programme for the delivery of Phase 1A provided that Porters Park shall be completed and fully open to the public as soon as reasonably practicable and in any event prior to the occupation of 75% of the residential units within Phase 1A
- All Saints Civic Square ( to be provided prior to PC of Phase 2A)
- Coleman Gardens including LEAP ( to be provided prior to PC of Phase 2B)
- Victoria Station Plaza ( to be provided prior to PC of Phase 3B)

*Maintenance*

- Porters Park, Coleman Gardens and part of All Saints Civic Square to be maintained by LLP/ estate man co unless adopted by the Council
- Victoria Station Plaza and part of All Saints Civic Square to be adopted by the Council subject to payment of agreed maintenance sums.
- Open space areas that are to be adopted by the Council to be designed to adoptable standards

*Play areas*

- Provision of 1 Locally Equipped Play Area LEAP within Coleman Gardens
- Provision of 1 Local Area of Play LLAP within Porters Park
- Detailed specification and timetable for delivery of LEAP and LLAP to be provided with first RM for relevant phase
- Certification process for inspection and adoption of Public Open Space, LEAP and LLAP

**Estate Management**

Estate management functions to be undertaken by Hera Management Services Ltd (Swan subsidiary) unless any other nominated body/company is approved by the Council prior to occupation of any residential unit.

Estate management company to be responsible for the maintenance of:

- Public Open Space comprising:
  - Porters Park including LLAP.
  - Coleman Gardens including LEAP
  - Part of All Saints Civic Square

unless adopted by the Council (commuted sum payable if adopted). Public access to be granted subject to certain conditions including right to close those areas of Public Open Space for maintenance, defined no of private events, to prevent highway rights accruing etc

- Public Open Space comprising:
  - Victoria Station Plaza
  - Part of All Saints Civic Squareuntil adopted by the Council
- SuDS and any other drainage systems provided as part of the development until adopted by water and sewerage undertaker and/ or by the Council (subject to payment of agreed commuted maintenance sums) either as part of the highway works or as part of the public open space, commuted sum capped at £1.6 million but with commuted sum to be agreed once details are known
- Internal estate roads, footways and cycleways until adopted by the Council
- Communal gardens
- Any other land that does not form part of the Residential Units or Commercial Units that has not been adopted including
- Street furniture and street planting
- On street car parking spaces
- Street lighting and signage

Estate Management company to set an annual service charge linked to the size of the Residential Unit, or Commercial Unit to cover the cost of the management and maintenance of the site.

Restriction on Occupation of Development within a Phase until submission to and approval by Council of an estate management plan setting out how features within that Phase are to be managed and maintained for the lifetime of the development

#### **Public Art**

Provision of on-site public art in 3 public spaces- Porters Park, Coleman Gardens and All Saints Civic Square up to a max value of £150,000 total. Art to be commissioned by developer and Public Art to be defined as per the Council's model S106 Agreement

#### **Cultural Provision**

Reasonable Endeavours obligation to market the artist studios for 6 months on normal commercial terms but including an incentive to occupiers that fall within that sector for a 5 year term. At the end of 6 months to submit evidence of marketing to the Council and if required by the Council undertake a further 3 months

of marketing. Further 5 year term to be made available to first occupiers at usual market terms of artist studios. Obligation to fall away at the end of the marketing period (as extended) if no occupier found. Restriction on use of space as an artist studio (where occupied) to fall away either following first occupation or second 5 year term (if taken up).

**RAMS contribution**

Tariff based to mitigate impact on Benfleet and Southend Marshes SPA/Ramsar- £125.58 per dwelling in accordance with Essex Coast RAMS SPD adopted by LPA on 30 October 2020. Phased contributions linked to commencement of residential development within each Phase. Agreed with SHBC will only apply to net increase in dwellings

**Employment and Training**

- 15% local labour for construction phase (reasonable endeavours)
- 20% local labour for end user phase (reasonable endeavours)
- 15% local supply chain (reasonable endeavours)
- Apprenticeships and Traineeships numbers to be determined on a phase by phase approach, based on capital value and number of units. Statement in S106 to commitment to apprenticeships and traineeships
- Cash contribution to support 100 individuals gaining the SECTA training at the rate of £300 per person, over the duration of the first phase (approx. 4 years) aligning with the traineeship and apprenticeship. Priority given to people living in and around Better Queensway
- Monitoring provisions

South Essex definition to be used for 'local'. This is defined as the area covered by the local authorities of Southend, Rochford, Castle Point, Basildon, Thurrock and Brentwood.

**CCTV**

Reasonable endeavours obligation to explore feasibility of linkage to SBC system

**S106 Monitoring Costs**

Tariff based - 5% of monetary contribution and £750 per non-monetary obligation up to a cap of £10k (based on 2015 SPD)

**Indexation**

Contributions to be Index linked to reflect changes in RPI or BCIS

**Notice of Change of Ownership**

- Notice to be provided to Council of any change in ownership (excluding individual plot sales) in the Site before the obligations in the s106 agreement discharged

**Legal Fees**

- To pay the legal fees of the Council on completion of the s106 agreement

**Other**

Repayment of financial contributions if not spent or committed by the Council. Repayment provisions will need to reflect the timing/type of contribution.