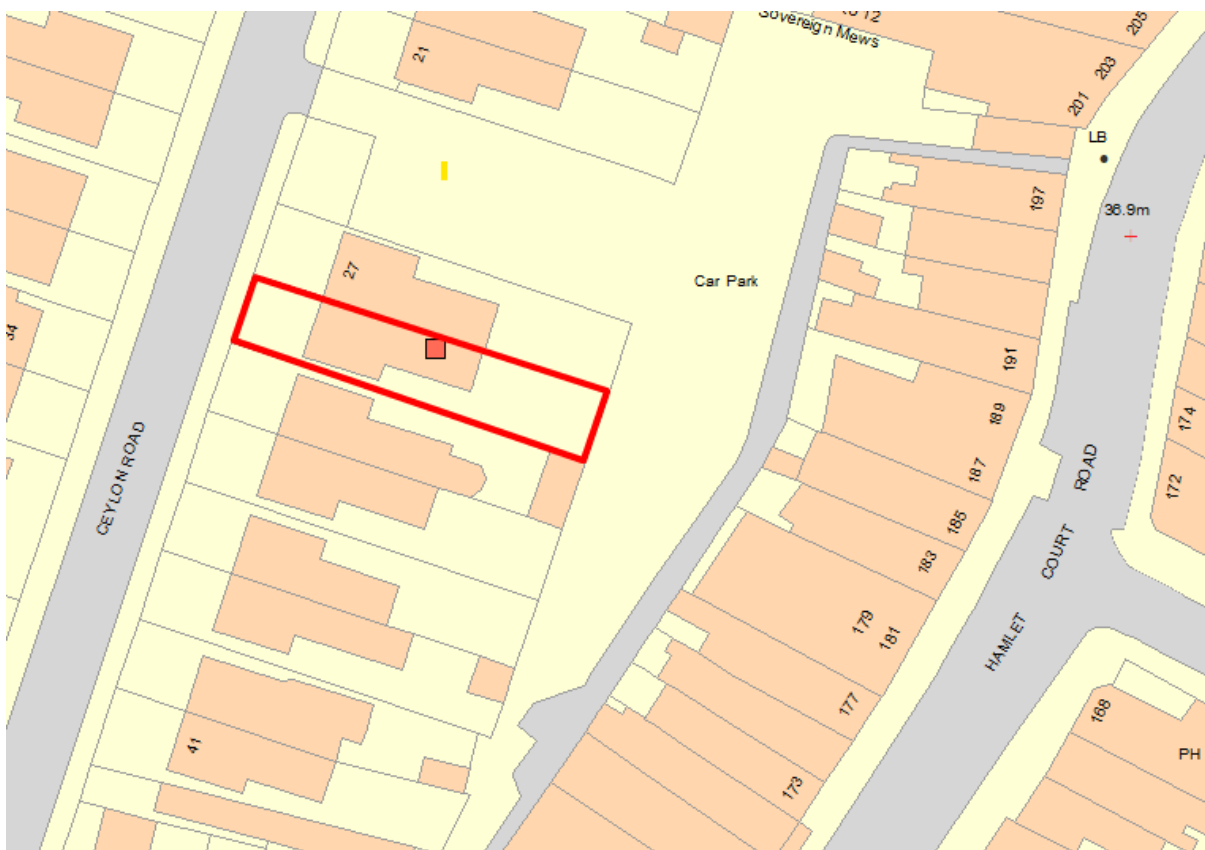


<b>Reference:</b>	22/01332/FUL	
<b>Application Type:</b>	Full Application	
<b>Ward:</b>	Milton	
<b>Proposal:</b>	Convert existing first floor flat into two self-contained flats, install dormer to rear to form a further self-contained flat in loftspace	
<b>Address:</b>	29A Ceylon Road Westcliff-on-Sea Essex SS0 7HS	
<b>Applicant:</b>	Mr Gavin Eade	
<b>Agent:</b>	Mr Adrian Arand of AAV Architecture	
<b>Consultation Expiry:</b>	25.08.2022	
<b>Expiry Date:</b>	14.10.2022	
<b>Case Officer:</b>	Scott Davison	
<b>Plan Nos:</b>	005, 015, 020, 025 & 026	
<b>Recommendation:</b>	<b>REFUSE PLANNING PERMISSION</b>	

**Link to Plans:** [#{generalform.title} \(southend.gov.uk\)](#)



## 1 Site and Surroundings

- 1.1 The application site is on the eastern side of Ceylon Road. The site contains a two-storey, semi-detached building subdivided into two flats, one at ground floor and one at first floor. An amenity space is located immediately to the rear of the building. This space is allocated to the ground floor flat. There is a hard surfaced area to the front of the site accessed by an existing vehicle crossover.
- 1.2 The immediate surroundings are residential in character including two-storey dwelling houses of similar scale and form. To the rear of the site is a public car park and beyond that is part of the Hamlet Court Road shopping parade and the western boundary of the Hamlet Court Road Conservation Area. The site is not within a Conservation Area or subject to any other site-specific planning policy designations.

## 2 The Proposal

- 2.1 The application seeks planning permission to erect an “L”-shaped flat roof dormer to the rear roof slope of the building, extending into the outrigger. The dormer would enable the conversion of the roof space to one (1no.) additional self-contained flat. The existing first floor flat would be converted into two (2no.) separate self-contained flats. The development would result in a total of four (4no.) flats within the building, one at ground floor, two at first floor and one within the roof.
- 2.2 The element of the dormer on the rear roof slope would be some 6m wide and 2.7m high projecting to a depth of 2.5m. This would be physically attached to and linked with the section of the dormer set over the outrigger which would be 2.7m high, projecting some 3.9m from the roof slope and some 3.8m wide. Both the side and rear elements of the dormer would not be set off the eaves as shown on the elevation plan and the rear dormer element would not be set in from the side elevation. Both elements of the dormer would be set down from the ridge of the roof. The dormer would contain two windows including one rear facing window in the rear dormer element and one within the cheek of the side dormer element .
- 2.3 The proposed second floor flat would be accessed by an internal staircase and would be a one-bed, two-person unit measuring 38sqm in total area, with a 13.2sqm bedroom. No cross-section plan has been submitted to show the internal ceiling height.
- 2.4 At first floor, there would be internal changes to subdivide the existing three-bed flat into two (2no.) one-bed, one-person flats. The flat to the front would be some 38 sqm with the bedroom measuring some 10.2 sqm. The flat to the rear would be some 37 sqm with the bedroom measuring some 11.2 sqm. Access to the flats would be via an existing internal staircase.
- 2.5 No amenity space is provided to the upper floor flats. No parking spaces are shown on the submitted plan, but the application form states two parking spaces are provided and this would remain unchanged. No details of cycle storage or refuse storage are provided.

## 3 Relevant Planning History

- 3.1 The most relevant planning history for the determination of this application is shown on Table 1 below:

**Table 1: Relevant Planning History of the Application Site**

Reference	Description	Outcome [Date]
97/0580	Form vehicular access	Granted [21.08.1997]

## **4 Representation Summary**

### **Call-in**

- 4.1 The application has been called in to Development Control Committee by Councillor Sadza.

### **Public Consultation**

- 4.2 A site notice was displayed and 24 neighbours were notified of the application. Four (4) letters of objection have been received, including three from the same address, their contents are summarised as follows:

- No other properties in street scene with dormers
- Only one parking space, impact on parking in street
- Loss of property value
- Impact on utilities
- No fire escape
- No contact from applicant
- Overlooking and loss of privacy from dormer
- The rear garden is owned by the ground floor and there is no access for the first-floor occupant

- 4.3 Officer Comment: Issues relating to design, character and appearance, amenity have been addressed within the report. Property value and financial loss are not material planning considerations. These concerns are noted, and material planning considerations have been considered in the assessment of the application. Aside for the reasons outlined in the last section of the report, the objecting comments are not found to constitute reasons for refusal in the specific circumstances of this case.

### **Essex Fire**

- 4.4 No objection

### **Highways**

- 4.5 Objection - The existing crossover cannot accommodate two vehicles, it would need to join to the neighbouring crossover to the north and be extended to the south but no more than 1.2m from the existing lamp column. The plans do not show dimensions. Secure cycle parking will need to be provided and no information relating to the local transport links has been provided. This is required due to the lack of parking associated with the development.

## **5 Planning Policy Summary**

- 5.1 The National Planning Policy Framework (NPPF) (2021)
- 5.2 Planning Practice Guidance (PPG) – National Design Guide (NDG) (2021)
- 5.3 Technical Housing Standards – Nationally Described Space Standards (2015)
- 5.4 Core Strategy (2007): Policies KP1 (Spatial Strategy), KP2 (Development Principles), CP1 (Employment Generating Development), CP3 (Transport and Accessibility), CP4 (Environment and Urban Renaissance), CP8 (Dwelling Provision)
- 5.5 Development Management Document (2015): Policies DM1 (Design Quality), DM2 (Low Carbon and Efficient Use of Resources), DM3 (The Efficient and Effective Use of Land), DM5 (Southend-on-Sea's Historic Environment), DM7 (Dwelling Mix, Size and Type),

DM8 (Residential Standards) and DM15 (Sustainable Transport Management)

- 5.6 Southend-on-Sea Design and Townscape Guide (2009)
- 5.7 Technical Housing Standards Policy Transition Statement (2015)
- 5.8 Waste Storage, Collection and Management Guide for New Developments (2019)
- 5.9 Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) Supplementary Planning Document (SPD) (2020)
- 5.10 Community Infrastructure Levy (CIL) Charging Schedule (2015)

## **6 Planning Considerations**

- 6.1 The main considerations in relation to this application are the principle of development, design, impact on the street scene and character of the area, residential amenity for future and neighbouring occupiers, traffic and parking implications, sustainability, Community Infrastructure Levy (CIL) and RAMS considerations.

## **7 Appraisal**

### **Principle of Development**

- 7.1 Government policy contained within the National Planning Policy Framework encourages effective use of land, in particular, previously developed land.
- 7.2 Policy KP2 of the Core Strategy requires that new development contributes to economic, social, physical and environmental regeneration in a sustainable way Policy CP8 requires that development proposals contribute to local housing needs.
- 7.3 Policy CP8 of the Core Strategy identifies that the intensification of the use of land should play a significant role in meeting the housing needs of Southend, providing approximately 40% of the additional housing that is required to meet its needs. Policy CP8 also expects 80% of residential development to be provided on previously developed land. The results of the Housing Delivery Test (HDT) published by the Government show that there is underperformance of housing delivery in the City. Similarly, the Council's Five-Year Housing Land Supply (5YHLS) figure shows that there is a deficit in housing land supply in the City. The HDT and 5YHLS weigh in favour of the principle of the development, particularly in light of the tilted balance in favour of sustainable residential development as required by paragraph 11 of the NPPF. The proposal would create an increase of a single, one-bedroom dwellings which is a modest contribution to the housing supply of the City.
- 7.4 Paragraph 2.42 of Policy DM3 states: "The conversion of existing dwellings can, where appropriately justified, be an effective way of meeting local housing demand. The conversion of single dwellings to more than one self-contained unit can also give rise to a number of problems within an area. These include contributing to pressure on on-street parking capacity, changes in the social and physical character and function of an area. It is also important that conversions do not result in a poor- quality internal environment that detrimentally impacts upon the intended occupiers' quality of life".
- 7.5 The proposed conversion to three self-contained one-bedroom flats would involve the loss of a single three-bedroom dwelling in an area with viable demand for single family dwellinghouses. This is undesirable; however, this loss is balanced against the need for additional homes within the city and is not considered to outweigh the identified need.

- 7.6 The principle of extensions and alterations to the building to form additional residential development is considered to be acceptable subject to the considerations in Policy DM3 above, and to the detailed considerations assessed below.

### **Design and Impact on the Character of the Area**

- 7.7 Local and national planning policies and guidance seek to ensure that new development is well designed. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 7.8 Local development plan policies seek to ensure that new development is designed so that it adds to the overall quality of the area and respects the character of the site, its local context and surroundings, provides appropriate detailing that contributes to and enhances the distinctiveness of place; and contribute positively to the space between buildings and their relationship to the public realm. Policy DM1 and the Council's Design and Townscape Guide provide further details on how this can be achieved.
- 7.9 The application building is located to the west of Hamlet Court Road Conservation Area. A Conservation Area is; "*an area of special architectural or historic interest*" with a character which is "desirable to preserve or enhance" (Planning (Listed Buildings & Conservation Areas) Act, 1990). This special character comes from a range of factors including the design of the buildings as well as the materials used.
- 7.10 Consistent with the duty imposed under Section 72(1) of the Planning and Listed Buildings and Conservation Areas Act (1990), Policy DM5 of the Development Management Document states that all development proposals that affect a heritage asset will be required to demonstrate the proposal will continue to conserve and enhance its historic and architectural character, setting and townscape value.
- 7.11 The Southend-on-Sea Design and Townscape Guide (par.366) states "Proposals for additional roof accommodation within existing properties must respect the style, scale and form of the existing roof design and the character of the wider townscape. Dormer windows, where appropriate, should appear incidental in the roof slope (i.e., set in from both side walls, set well below the ridgeline and well above the eaves). The position of the new opening should correspond with the rhythm and align with existing fenestration on lower floors. (Note: one central dormer may also be an appropriate alternative.) The size of any new dormer windows, particularly on the front and side elevations, should be smaller to those on lower floors and the materials should be sympathetic to the existing property. The space around the window must be kept to a minimum. Large box style dormers should be avoided, especially where they have public impact, as they appear bulky and unsightly. Smaller individual dormers are preferred".
- 7.12 The rear of application site is some 30m from the western boundary of the Hamlet Court Road Conservation Area with a public car park between the rear of the site and Conservation Area boundary. Given the separation distance, it is considered that the development proposed would not result in any significant harm to the character and appearance and setting of Conservation Area
- 7.13 An L-shaped flat roof dormer is proposed to the rear roof slope of the building which would extend into the outrigger to the rear of the building and would be readily visible from the car park to the rear. The dormer has a contemporary design and would be set below the ridge line but would not sit up from the eaves. It would have limited fenestration and would be finished in cladding which would not integrate with tiled roof and brick elevations. The window in the rear facing dormer would align with the first-

floor fenestration but the other window would contrast with the existing fenestration design. It is considered that the size, scale, bulk and detailed design of the dormer results in development that is oversized, overbearing and of no architectural merit.

- 7.14 Properties in this part of Ceylon Avenue have a uniform appearance and there are no dormers evident within the rear roof slopes. The dormer extension would be a visually intrusive, incongruous addition to the building at odds with its form, character and appearance and the character of the surrounding area.
- 7.15 The proposed development is therefore unacceptable and fails to comply with policy in the above regards

### **Amenity Impacts**

- 7.16 Local and national planning policies and guidance seek to secure high quality development which protects amenity. Policy DM1 of the Development Management Document specifically identifies that development should protect the amenity of the site, immediate neighbours, and surrounding area, having regard to privacy, overlooking, outlook, noise and disturbance, visual enclosure, pollution, and daylight and sunlight. Further advice on how to achieve this is set out in the Council's Design and Townscape Guide.
- 7.17 The nearest properties to the application site are the ground floor flat (No 29), the other half of the semi-detached dwelling (no.27) to the north and the non-attached dwelling, to the south (No.31).
- 7.18 The proposal would introduce a new dormer with two new rear facing windows. No other external alterations are proposed. Given that there are existing rear facing windows within the building, it is not considered that the proposal would result in materially different impacts on neighbouring dwellings when compared to impacts that already exist. As the proposed additional built form would be contained within the footprint of the existing building and bearing in mind the relationship with the nearest neighbours, the proposal would not result in significantly harm to the residential amenity of neighbours in terms of outlook, visual enclosure, daylight and sunlight.
- 7.19 Whilst the proposal would increase the number of flats within the building, the existing first floor flat is capable of accommodating three persons and the proposed development would accommodate four persons. On balance it is not considered that the proposed one-bedroom dwellings would result in significantly harmful noise and disturbance to the occupants of the ground floor flat or the neighbouring dwellings in terms of comings and goings. The matter of internal noise transference between the new and existing dwellings is addressed by Building Control legislation.
- 7.20 It is considered that the design, layout, size, siting and scale of the development proposed are such that it would, on balance, not result in any significant harm to the amenities of the site, neighbouring occupiers or wider area in any regard. The proposal is therefore considered to be acceptable and policy compliant in terms of its amenity impacts.

### **Standard of Accommodation**

- 7.21 Delivering high quality homes is a key objective of the NPPF. Policy DM3 of the Development Management Document states that proposals should be resisted where they create a detrimental impact upon the living conditions and amenity of existing and future residents or neighbouring residents.

- 7.22 The Technical Housing Standards – Nationally Described Space Standards, published by the government, are a material planning consideration. The standards have been adopted in local policy DM8 as amended by the Technical Housing Standards Policy Transition Statement. The technical housing standards state that the minimum property size for residential units shall be as follows:
- a. Minimum property size for a 1 bedroom, 1 person flat is 37 square metres\*
  - b. (1 storey dwelling). \*Where a 1b1p has a shower room instead of a bathroom.
  - c. Minimum property size for a 1-bedroom, 2-person flat over 1 storey is 50sqm.
  - d. Bedroom Sizes: Bedroom Sizes: The minimum floor area for bedrooms to be no less than 7.5sqm for a single bedroom with a minimum width of 2.15m; and 11.5sqm for a double/twin bedroom with a minimum width of 2.75m or 2.55m in the case of a second double/twin bedroom.
  - e. Floorspace with a head height of less than 1.5m should not be counted in the above calculations unless it is solely used for storage in which case 50% of that floorspace shall be counted.
  - f. Provision of internal storage 1 sqm for 1b1p & 1.5sqm for 1b 2p
- 7.23 Weight should also be given to the content of policy DM8 (as amended) which sets out standards in addition to the national standards.
- g. Amenity: Suitable space should be provided for private outdoor amenity, where feasible and appropriate to the scheme.
  - h. Suitable, safe cycle storage with convenient access to the street frontage.
  - i. Refuse Facilities: Storage facilities for waste and recycling containers should be provided in accordance with local authority requirements and meeting at least British Standard BS5906:2005 Code of Practice for waste management in Buildings.
  - j. Accessibility in line with Building Regulation M4 (2) unless the proposed dwelling is not a new built.
- 7.24 The application form and submitted plans states the proposal is to form three (3no.) one-bedroom, one-person flats. In regard to flat 3 in the roof space, it would measure some 38 sqm internally meeting the one-bed, one-person standard (although there is no section plan showing the head height for this flat). However, the proposed bedroom would meet the standard required for a double (or twin bedroom) as it would provide a bedroom of 13.2 sqm in area. The residential unit as proposed is clearly capable of being occupied by more than one person and should therefore be considered as one-bed, two-person flat. This is in line with line with the guidance in the Inspectors' manual and the view taken by an Inspector when determining two appeals at land known as Rear of 1 Shoebury Avenue<sup>1</sup>. On this basis, the proposed flat would fail to meet the minimum floorspace standards for a one-bed, two-person flat and would provide unacceptable living conditions for future occupants. The flat does not provide other benefits that outweigh the identified harm.
- 7.25 The two flats at first floor level would exceed the minimum size required by the technical housing standards and would also be acceptable in terms of outlook and natural light to each room. In terms of layout and access, the entrance to the new flats would be from an existing staircase and the landing area would be reconfigured to from individual entrances.
- 7.26 No details of refuse storage are shown on the submitted information. Waste could be put out in loose sacks in line with current guidance. Details of waste storage can usually be secured by condition in the event the proposal was otherwise considered acceptable.

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<sup>1</sup> PINS reference Appeal A: APP/D1590/W/20/3245699, Appeal B: APP/D1590/W/20/3247377, Full address: Rear of 1 Shoebury Avenue, Shoeburyness, Southend-on-Sea SS3 9BH

However, in this instance the only available location for waste storage facilities would be on the site frontage which is undesirable, and this adds weight to the conclusions about unacceptable living conditions.

- 7.27 An amenity area is provided to the rear of the ground floor which appears to be solely available to the ground floor flat. The Council has no adopted standards for amenity space provision and policy DM8 states: *Residential schemes with no amenity space will only be considered acceptable in exceptional circumstances*. The proposal does not include external amenity space and no exceptional circumstances have been demonstrated. The proposal is therefore unacceptable in these regards. The lack of external amenity space also emphasises the importance of providing adequate internal space.
- 7.28 The proposed development would be formed through extensions and limited details have been submitted in regard to whether the proposal would meet Building Regulations 2010 Part M including M4(2). Nevertheless, given that the proposal is effectively an extension, there is no strict policy requirement to meet M4 (2) standards and the proposal appears to result to a development that would be no less compliance with Building Regulation M4 (1) which would comply with relevant requirements.
- 7.29 For the reasons set out above, the proposal is unacceptable and fails to comply with policy in the above regards.

### **Traffic and Transportation Issues**

- 7.30 The NPPF states (para 111) that “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety or, the residual cumulative impacts on the road network would be severe.” Policy CP3 of the Core Strategy and Policy DM15 of the Development Management Document aim to improve road safety, quality of life and equality of access for all. Policy DM15 also states that 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.
- 7.31 Policy DM15 states that each flat should be served by one parking space. 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.
- 7.32 On-site parking is available to the front of the dwelling and includes at least one space, but this area is not formally laid out. The proposed development would result in the need for three spaces to serve the upper floor units and a total of four off-street parking spaces (including one for the ground floor unit) would be required to serve the whole of the building. There would be a shortfall in off-street parking provision for future occupants which would be likely to result in additional vehicles parking on the public highway.
- 7.33 Whilst there are instances where a shortfall in parking might be accepted in certain circumstances, no information has been provided to demonstrate that the site is in a sustainable location or that secure cycle parking can be provided within the application site. It is considered that insufficient information has been submitted to demonstrate that the short fall in parking could be justified and the lack of cycle parking combined with the lack of waste facilities adds weight to the conclusions about poor living conditions for future occupants. The Council's Highways service raised an objection.
- 7.34 For the reasons set out above the proposal is unacceptable and fails to comply with



policy objectives in the above regards.

### **Sustainability**

- 7.35 Policy KP2 of the Core Strategy requires that: “at least 10% of the energy needs of new development should come from on-site renewable options (and/or decentralised renewable or low carbon energy sources)”. Policy DM2 of the Development Management Document states that: “to ensure the delivery of sustainable development, all development proposals should contribute to minimising energy demand and carbon dioxide emissions”. This includes energy efficient design and the use of water efficient fittings, appliances and water recycling systems such as grey water and rainwater harvesting.
- 7.36 No detailed information has been submitted about renewables on site or water efficiency. However, conditions could be imposed in the event the application were otherwise acceptable.

### **Ecology, Biodiversity, HRA and RAMS**

- 7.37 The proposal would not result in the loss of local ecological assets including wildlife habitats and significant or protected trees
- 7.38 The site falls within the Zone of Influence for one or more European designated sites scoped into the Essex Coast Recreational Disturbance Avoidance Mitigation Strategy (RAMS). Any new residential development has the potential to cause disturbance to European designated sites and therefore development must provide appropriate mitigation. This is necessary to meet the requirements of the Conservation of Habitats and Species Regulations 2017. This payment has been completed and the proposal is considered to be acceptable and policy compliant in this regard.

### **Community Infrastructure Levy (CIL)**

- 7.39 This application is CIL liable and there will be a CIL charge payable. If the application had been recommended for approval, a CIL charge would have been payable. If an appeal is lodged and allowed the development will be CIL liable. Any revised application would also be CIL liable.

### **Equality and Diversity Issues**

- 7.40 The Equality Act 2010 (as amended) imposes important duties on public authorities in the exercise of their functions and specifically introduced a Public Sector Equality Duty. Under this duty, public organisations are required to have due regard for the need to eliminate unlawful discrimination, harassment and victimisation, and must advance equality of opportunity and foster good relations between those who share a protected characteristic and those who do not. Officers have in considering this application and preparing this report had careful regard to the requirements of the Equalities Act 2010 (as amended). They have concluded that the decision recommended will not conflict with the Council's statutory duties under this legislation.

### **Conclusion**

- 7.41 Having taken all material planning considerations into account, the proposed dormer roof extension would have a detrimental impact on the character and appearance of the building and the surrounding area. The flat in the roof space would provide poor quality living conditions for future occupants. This would be exacerbated by the lack of amenity space, waste storage and cycle parking. Finally, the application fails to provide sufficient

parking to meet the needs of occupiers and insufficient information has been provided to justify this shortfall in parking provision.

- 7.42 This proposal creates new housing. Therefore, as harm is identified, it would be necessary to demonstrate that in reaching the decision an appropriate balancing exercise has been undertaken considering the benefits of the proposal and the identified harm. The Council has a deficit in housing land supply so the tilted balance in favour of sustainable development should be applied when determining the application as relevant. The test set out by the NPPF is whether any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits when considered against the policies of the NPPF taken as a whole. The proposal would contribute to the housing needs of the city which must be given increased weight in the planning balance, albeit the weight to be attached to this would not be so significant in this instance in view of the number of units involved. In the round, the adverse impacts identified in previous paragraphs of this report would significantly and demonstrably outweigh the benefits of the proposal.
- 7.43 As there are no other material planning considerations which would justify reaching a different conclusion the application is recommended for refusal.

## **8 Recommendation**

### **8.1 Members are recommended to REFUSE PLANNING PERMISSION for the following reasons:**

- 01 The proposed L-shaped dormer would, by reason of its size, height, form and design, fail to appear as an incidental addition to the roof of the host dwelling and would be significantly out of keeping with and harmful to the character and appearance of the existing building rear garden scene and local area. This would be unacceptable and contrary to the National Planning Policy Framework (2021), Policies KP2 and CP4 of the Core Strategy (2007), Policies DM1 and DM3 of the Development Management Document (2015) and guidance contained within the Southend-on-Sea Design and Townscape Guide (2009).**
- 02 The proposed dwelling in the roof space would be capable of being occupied by two persons as the size of the bedroom would exceed the minimum area for a double or twin bedroom in the Technical Housing Standards – Nationally Described Space Standards (2015). The internal floor area proposed for the dwelling would be insufficient in size for two-person occupation. In addition, the development would result in a poor standard of accommodation for future occupiers of the development as result of the lack of amenity space, cycle parking and waste storage facilities, to the significant detriment of the living conditions of future occupiers. The proposal is therefore unacceptable and contrary to the National Planning Policy Framework (2021), policies KP2 and CP4 of the Core Strategy (2007); Policies DM1, DM3 and DM8 of the Development Management Document (2015) as amended by the Technical Housing Standards Policy Transition Statement (2015) and the advice contained within the Southend-on-Sea Design and Townscape Guide (2009) and the Technical Housing Standards – Nationally Described Space Standard (2015).**
- 03 The proposed development would provide insufficient on-site parking to meet the needs of future occupiers and the minimum parking standards. This would be likely to result in additional vehicles parking within the public highway, to the detriment of highway safety and the free flow of traffic. Insufficient information has been submitted to demonstrate that the short fall in parking could be justified. The proposal is therefore unacceptable and contrary to the National Planning**

**Policy Framework (2021); Policies CP3 of the Core Strategy (2007); Policies DM1, DM3 and DM15 of the Development Management Document (2015)**

**Positive and Proactive Statement:**

**The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern with the proposal and determining the application within a timely manner, clearly setting out the reason(s) for refusal. The detailed analysis is set out in a report prepared by officers. In the circumstances the proposal is not considered to be sustainable development. The detailed analysis is set out in a report on the application prepared by officers.**

**Informatives:**

- 1 Please note that this application would be liable for a payment under the Community Infrastructure Levy Regulations 2010 (as amended) if planning permission had been granted. Therefore, if an appeal is lodged and subsequently allowed, the CIL liability will be applied. Any revised application would also be CIL liable. Further details on CIL matters can be found on the Council's website at [www.southend.gov.uk/cil](http://www.southend.gov.uk/cil).**