

building form

section four



4. Building Form

'Good design is fundamental to using land efficiently.' (PPS3 :Housing)

'More intensive development is not always appropriate. However, when well designed and built in the right location, it can enhance the character and quality of an area. Successful intensification need not mean high rise development or low quality accommodation with inappropriate space.' (PPS3: Housing)

'Neighbourhoods are more successful when they avoid large concentrations of housing of the same type. A good mix of housing types and sizes is important in creating a basis for a balanced community. Even comparatively small developments can have a wide mix of types of property. Also, a mix of housing types and uses can create more attractive residential environments with greater diversity in building forms and scales.' (Buildings for Life, CABE 2007)

Policy Link - Core Strategy Policy KP2:
Development Principles – 2,5,6,10

80. When assessing the development potential of a site it is essential that the local character, location, infrastructure capacity and the availability of usable amenity space are considered but land is at a premium, particularly in Southend Borough, so it is important that every development makes the best use of the site without compromising the quality of life for the occupants or its neighbours. This does not necessarily mean that it should be of high density, it all depends on what is appropriate for the context.



A mixed use scheme in Southchurch Road combines high density housing with commercial development at ground floor.



High Density development does not necessarily mean high rise. Terracing can be an efficient use of land. The appropriate scale & massing depends on location.

Development sites in town centres and along public transport corridors generally lend themselves to higher densities. However, high density schemes with large footprints can easily become overbearing and dominant in the streetscene.

The Council will be commissioning work to assess the various characters and densities of the Borough and this will be published on the website in due course at www.southend.gov.uk Further details on the special character of the Town Centre and Seafront will be provided in the Southend Central and Seafront Area Action Plans which are currently being prepared.

81. However, provided the location is appropriate, high density schemes can have many benefits for the wider community, such as:

- Vibrant neighbourhoods and businesses
- Additional community facilities and public open space
- Greater natural surveillance
- More opportunities for energy conservation by design
- Easier to create a sense of place

82. It is important to remember that high density does not necessarily mean high rise. The density of many areas within Southend, particularly the terraced areas, is already high. In some instances low, compact or terraced houses may be a more acceptable option than increasing the storey height. Every development site is different and needs an individual solution. Where the prevailing character is of a lower density or the infrastructure is overstretched, high density schemes may not be appropriate.

83. It is a common mistake to apply domestic architectural language over a very non-domestic scale of development. This can result in a number of unresolved forms, proportions and misleading language. It is therefore important to ensure that the adopted architecture and detailing are appropriate for the scale of the development.

84. The accommodation mix should reflect the needs and aspirations of the local community and complement the character of the local area. This creates more balanced neighbourhoods and more interesting buildings. In line with PPS3 and the Core Strategy developments will be expected to contribute to maintaining and enhancing a variety of unit sizes and types of residential accommodation in the Borough. Where the local character is family housing rather than flats or apartments then proposals will be expected to reflect this. On more prominent sites, adjacent to residential areas, a mix of house types that provide both family housing and flats may be considered appropriate. This type of development also allows for a smoother transition between lower density housing to higher density flats within a holistic design approach. On landmark sites in the town centre, or at key public transport nodes / interchanges, a mixed use development with no houses may be appropriate but schemes in these locations should still include a variety of flat sizes and tenures. In these more sensitive locations it is imperative that pre-application advice is sought.

The housing needs for the Borough are set out in the Thames Gateway South Essex Strategic Housing Market Assessment which can be found on the Council's website www.southend.gov.uk



This new pair of semi-detached houses has matched the scale & design of the neighbouring properties & therefore does not appear out of place in the streetscene.

Also See Section 4.2 Scale, Height and Massing below.

4.2 Scale, Height and Massing

Policy Link - Core Strategy Policy KP2;
 Development Principles – 10
 Core Strategy Policy CP4: The Environment and Urban Renaissance - 5
 Core Strategy Policy CP8: Sport Recreation and Green Space – 2
 Saved BLP Policy C11 - New Buildings, Extensions and Alterations – iii, iv
 Saved BLP Policy H3 - Retention of Small Family Houses
 Saved BLP Policy H6 - Protecting Residential Character



New town housing at Shoebury Garrison has been designed to reflect the scale and order of the adjacent historic building.

85. The successful integration of any new development is dependent upon the appropriate scale, height and massing in relation to the existing built fabric. Buildings that are over scaled will appear dominant in the streetscene and development which is under scaled will appear weak and be equally detrimental. The easiest option is to draw reference from the surrounding buildings. This is generally a good 'rule of thumb', especially where local character is uniform. Referencing in this way does not necessarily include looking at landmark buildings nearby. The character of much of the Borough is defined by street blocks or small runs of properties.

4.2.1 Areas of Uniform Scale

86. There are many examples of consistent



Some areas of the Borough streets are characterised by only bungalows.

scale in Southend Borough, most of these are in the Borough's residential areas. Some of the most common of these include:

Areas of Terraced Housing

87. A number of residential areas across the Borough are traditional Victorian and Edwardian terraced housing. Of all the residential areas these are the most consistent in style and this is the most significant element of their character. Their designs typically include double height bay windows and strong vertical proportions.

Streets of only Bungalows

88. There are a number of areas, particularly in the north and east of the Borough, which are predominately made up of generously spaced detached or semi-detached bungalows. Whilst the detailed design of the bungalows often varies, the scale and spacious building layouts remain consistent. The scale and grain are therefore two of the most important aspects of local character as they bring a strong cohesiveness to the area and give the streets an open and light quality. In these areas the voids between buildings are considered very important too.

Areas of Large Detached and Semi-detached Housing

89. With a similar density but at the other end of the scale spectrum there are also some areas of large family houses in the Borough. These areas have a completely different character - the larger buildings are more imposing and the streets have an altogether grander feel. Again the individual designs may vary but their scale, grain and use as single family dwelling houses are unifying characteristics

and key to local character. This type of housing is most prevalent in Thorpe Bay (for example Burges Estate and Thorpe Esplanade), Leigh (for example Marine Estate) and Chalkwell (for example Chalkwell Hall Estate), but can also be found in other areas of the town.

90. In these areas, proposals for development of a larger, or different or unbalancing scale would be detrimental to local character and will be resisted in principle. All new development must preserve and enhance local character; development which is harmful will not be acceptable. Generally the conversion of these buildings to flats will be unacceptable given the knock on needs for extensions, car parking or the increase in parking pressure.

91. The Council aims to achieve balanced communities whenever an opportunity for new housing arises. Over recent years both large single family dwellings and bungalows are not generally being developed but these building types will be actively encouraged in areas where they are appropriate to local character.

4.2.2 Areas of Varied Scale

92. There are also parts of the Borough where the scale of development is mixed. These range from small variations in residential areas to a more mixed scale in the town centre and along the seafront. In these areas the difference in scale can also contribute to local character. For example some streets are defined by two storey buildings relatively regularly interspersed with smaller bungalows, this lack of regularity of roof line and scale also contributes to the character of the street.



.....and some are characterised by large detached houses.



The mix of bungalows and houses in Esplanade Gardens creates a varied and interesting streetscape that forms part of its charm.

93. There are also examples in the Borough of streets where there is a run of properties that are uncharacteristic of the street as a whole. This may be for example one block of bungalows within a street which otherwise consists of two storey houses and which, although not typical of the entire street, they do have a group value in their own right. Where this occurs development should respect the characteristics of the block in the first instance and also the wider area where appropriate.

94. It should also be noted that where the road is of a significant length, e.g. along the seafront or London Road, the character will change as you travel along it. In these cases it will be more appropriate to look at a few street blocks rather than the entire length. For larger schemes the character will be considered to be wider than the immediate street block (at least one either side) as views of the scheme are likely to be more significant and the development will impact on a wider area. Except for the seafront, both sides of the road will need to be considered.

95. However there are areas of the Borough where the townscape is more varied in terms of height, plot size and design, tend to offer more scope for a change in scale. This can range from small changes in residential areas to more significant variations in the Boroughs more commercial areas where the development site may offer an opportunity to create a new landmark building. What constitutes appropriate building height will be determined on a site by site basis and pre-application advice should be sought.

96. For clarity the Borough Council will seek to protect its stock of bungalows across the town. Their protection from loss will be one the ways in which the Borough Council intends to meet the Government's requirement to provide and maintain housing to Lifetime Homes Standards.

For further information on Lifetime Homes see Section 4.5.1 Internal Arrangements and Space Standards and Appendix 4 Lifetime Homes Standards. See also Design and Townscape Guide Sections 2.2 Character and Context and Section 4.1 Density

4.2.3 Justification for Increased height

97. Schemes that propose buildings that are taller than their neighbours will be required to justify why an increased height is acceptable. This ranges from buildings that are one or two storeys higher to ones which are many storeys higher.

98. Proposals for buildings of increased height will only be considered where one of the following conditions is met and justified:

- To provide variety to the roofline – only appropriate where a varying roofline is a characteristic of the area, should respect existing plot widths, small variations in height only. (Note. In areas where smaller scale buildings are part of the defining character, increasing the scale may not be considered appropriate.)
- To act as a local landmark (small variation



The Park Inn (former Palace Hotel) sits in a landmark position on the seafront above the pier which justifies its significant size compared to neighbouring development.

in height only)– townscape significance of the site must be explained in the Design and Access Statement.

- Define a node – usually only appropriate at the junction of two or more main routes / distributors, non-residential elements may be required to reinforce importance of junction.
- To provide presence to a public open spaces – where the space has a clear civic or community function.
- To act as a district or major landmark – few appropriate sites, exceptional design required. Justification for significant increase in height should be provided in the Design and Access Statement

99. Where larger buildings are considered appropriate they can be designed in such a way so as they do not appear over dominant in the wider streetscene. For example:

- The impact may be significantly reduced by the introduction of set backs at upper levels. This makes the upper most storeys less visible from the street and can reduce the perception of scale.
- Stepping the upper storeys away from the side flanks is also a recognised way of smoothing the transition between adjacent buildings of different sizes.
- Careful detailing of the elevations can also lessen the scale of a larger development. For example, introducing some form of layering such as balconies or breaks in the building line can be effective. Greater transparency at upper floors can also lessen the impact.
- Articulating a frontage with strong vertical rhythms in can also help break up long facades.

100. However, if these techniques are to be employed, it is imperative that they are integral to the overall design and not just ‘stuck on’ as a way of achieving extra accommodation.

101. On large development sites, concepts such as splitting the development into two or more blocks, and increasing the transparency and layering should be considered to reduce the impact on the surrounding townscape.

102. All developments must retain a strong degree of interaction at ground level so that pedestrians are not confronted by unfriendly blank facades. This can be achieved by introducing transparency, particularly for main entrances, on the street elevations and on the larger developments, introducing additional active uses at ground level.

Proposals for new buildings will need to demonstrate in the Design and Access Statement why the scale proposed is appropriate for the site. This is best done through the inclusion on streetscape diagrams and photomontages which show relationship to neighbours and surrounding properties.

4.3 Tall Buildings

‘Tall buildings should not be supported by Local Planning authorities unless it can be demonstrated through the submission of fully justified and worked-up proposals that they are of excellent architectural quality and in the appropriate location’ CABE Guidance on Tall Buildings 2007.

Policy Link Core Strategy Policy KP1: Spatial Strategy
Core Strategy Policy KP2: Development Principles
Core Strategy Policy KP3: Implementation and Resources
Core Strategy Policy CP2: Town Centre and Retail Development
Core Strategy Policy CP3: Transport and Accessibility
Core Strategy Policy CP4: The Environment and Urban Renaissance (including sustainable development)
Core Strategy Policy CP8: Dwelling Provision
Saved BLP Policy C11 - New Buildings, Extensions and Alterations

Specific tall buildings policies will be included in the Development Management Development Plan Document and the Southend Central Area Action Plan Development Plan Document which are currently being prepared.

103. Southend is an attractive urban area in a fantastic setting along the north side of the Thames Estuary. The town began as a series of villages but underwent rapid expansion in Victorian / Edwardian times. This natural and built heritage, along with



Construction is well underway on the new university accommodation block on London Road, the most recent tall building in the town centre.

the more recent development, gives it a diverse and distinctive character. It is of a mainly domestic scale with pockets of medium and high density development at key centres and along strategic routes. There are few existing tall buildings and most of these are in the town centre, but proposals for this type of development are becoming more common and the Council wants to ensure that these are considered in the full context of the town's special character and its designation as the cultural hub of the Thames Gateway.

104. High quality tall buildings in the right place can act as landmarks and be a catalyst for regeneration and an opportunity to enrich the public realm by creating new internal and external public spaces. Where they are compatible with the townscape, individual or groups of tall buildings can transform the image and identity of the town and stimulate investment, however, they are not always appropriate and it is therefore important to establish whether the principle of a high building is acceptable before considering the detail. The siting of a tall building is key to its successful integration into the townscape.

4.3.1 The Location of Tall Buildings in Southend Borough

105. Clusters of tall buildings will be more appropriate, in principle, in the town centre area (including Victoria Avenue) and central seafront area (between the pier and the gasworks jetty) Victoria Road but may not be appropriate in other areas of the Borough.

Southend Central Area Masterplan

106. Southend Central Area Masterplan has been adopted by the Council as Corporate Policy and will be a material consideration for tall building proposals in the central area. One of the key moves of the Masterplan is to deliver a number of places, destinations and landmarks that will bring greater identity to the town centre.

107. The Masterplan rationale for the location and nature of tall landmark structures within the town centre is based on three main premises:

- i) Gateway sites or thresholds mark entry into the regeneration areas. This is appropriate at the northern edge of the Victoria Avenue area, and at the two rail stations.
- ii) Stand-alone buildings mark the waters edge along the eastern esplanade. A series of potentially iconic forms will create a memorable backdrop to the seafront experience.
- iii) Victoria Avenue is reinforced as a grand entry boulevard. To de-mark its scale in street section, tall buildings structure the approach from the junction with Carnarvon Road to Queensway.

108. In addition to this vision, tall buildings are specifically referenced in the following Masterplan Areas where greater detailing is given regarding their size and siting:

- The Victorias
- London Road
- Queensway and Southchurch
- Clifftown Quarter
- St John's Quarter



The existing tall buildings in Victoria Avenue date from the 1960's & 1970's and are nearing the end of their useful life. This area is likely to be the focus for new tall buildings in the future. A development brief is currently being prepared.

- Eastern Esplanade (up to Gasworks Jetty)

109. The Southend Central Area Action Plan (which includes the central seafront area) will also include detailed guidance and policies regarding the overall vision for the central area and including the location of tall buildings in the town centre.

The Location of Tall Buildings outside the Central Area

110. Out of the town centre, tall buildings may only be appropriate in very few and unique key locations where they are compatible with local character and the wider skyline. An indiscriminate proliferation of high buildings within the Borough will not be acceptable.

111. It should be noted that in some cases, even where a site could be considered to be a landmark location, tall buildings may not be appropriate where they will detrimentally affect the setting of historic buildings or areas or where they adversely impact on a key view. The site appraisal should reveal whether there are any important views from within or across the site – for example of the estuary. Where they exist, these views often make an important contribution to local character and should be maintained.

4.3.2 Tall Building Design

112. In all cases tall buildings need to be of a high quality, distinctive design which enhances both the immediate surroundings and the wider setting. Proposals for tall buildings will be assessed against the CABA Tall Building Criteria for Evaluation. Applicants seeking planning permission for tall buildings should ensure, therefore, that these criteria are fully addressed in the scheme design and explained in the Design and Access Statement:

Guidance on Tall Buildings CABA

The relationship to context, including natural topography, scale, height, urban grain, streetscape, and built form, open spaces, rivers and waterways, important views, prospects and panoramas, and the effect on the skyline. Tall buildings should have a positive relationship with relevant topological features and other tall buildings; the virtue of clusters when perceived from all directions should be considered in this light.

The effect of the historic context, including the need to ensure that the proposal will preserve and/or enhance historic buildings, sites, landscapes and skylines. Tall building proposals must address their affect on the setting of, and view to and from historic buildings, sites and landscapes over a wide area including:

- World heritage sites
- Scheduled ancient monuments
- Listed buildings
- Registered parks and gardens, and registered battlefields
- Archaeological remains
- Conservation areas

The relationship to transport infrastructure, aviation constraints, and, in particular, the capacity of public transport, the quality of links between transport and the site, the feasibility of making improvements, where appropriate. Transport is important in relation to tall buildings because of the intensity of use, as well as density, that they represent.

The architectural quality of the buildings including its scale, form, massing, proportion and silhouette, facing materials and relationship to other structures. The design of the top of a tall building will be of particular importance when considering the effect on the skyline. The design of the base of a tall building will also have a significant effect on the streetscape and near views.

The sustainable design and construction of the proposal. For all forms of development, good design means sustainable design. Tall buildings should set exemplary standards in design because of their high profile and local impact. Proposals should therefore exceed the latest regulations and planning policies for minimising energy use and reducing carbon emissions over the lifetime of the development. The long-term resource and energy efficiency of tall buildings enhanced if their design can be adapted over time.

The credibility of the design, both technically and financially. Tall buildings are expensive to build, so it is important to be sure that the high standard of architectural quality is not diluted throughout the process of procurement, detailed design, and construction. Location, use, the commitment of the developer, and ability and expertise of the consultant

team will have a fundamental bearing on the quality of the completed building.

The **contribution to public space and facilities**, both internal and external, that the development will make in the area, including the provision of a mix of uses, especially on the ground floor of towers, and the inclusion of these areas as part of the public realm. The development should interact with its surroundings at street level; it should contribute to safety, diversity, vitality, social engagement and 'sense of place'.

The **effect on the local environment**, including microclimate, overshadowing, night-time appearance, vehicle movement and the environment and amenity of those in the vicinity of the building.

The **contribution made to the permeability** of a site and the wider area; opportunities to offer improved accessibility, and, where appropriate, the opening up, of effective closure, of views to improve the legibility of the city and the wider townscape.

The **provisions of a well-designed environment**, both internal and external that contributes to the quality of life of those who use the buildings, including function, fitness for purpose and amenity.

113. In addition to these criteria all applications for tall buildings will be required to include an element of public art. The installation can be on or off site (subject to Council agreement) and should have significant public impact. Tall building applications will also be expected to make a significant contribution the improvement of the public realm in the vicinity of the site.

4.3.3 Airport Safety Regulations

114. Any location within Southend Borough will be within a few miles of the airport. In order to avoid any potential conflict it is recommended that the applicant / designer undertakes early consultation (before an application is submitted) with London Southend Airport on the principle of tall buildings and their impact on the flight paths.

Where tall buildings are proposed the applicant will be required to justify in the Design and Access Statement why the site can accommodate a tall building and why a departure from the height of the existing townscape is acceptable. The statement



New flatted development in Thorpe Bay complements the local character and materials by replicating the distinctive gable features in the streetscene.

should also demonstrate how the different elements of the building work together and how it integrates with the surrounding area.

Planning applications for tall buildings should be accompanied by accurate and realistic representations of the appearance of the building which show the proposal in all significant views - near, middle and distant, including the public realm and streets around the base of the building. Photomontages should be used to show the building accurately rendered in a range of weather and light conditions (including night-time views); 3D graphics and/or models should be used to show how the building is modelled and how it fits into the local townscape. Shading diagrams and analysis will be required to show the impact on surrounding buildings and spaces. A Transport Assessment, Travel Plan waste Management Strategy and Sustainability Appraisal will also be required and an Environmental Impact Assessment and a flood risk assessment may also be required for certain locations.

Consultation

Owners and prospective applicants for tall buildings are strongly encouraged to enter into pre application discussions with the Council at an early stage to establish, in particular, the appropriateness of the site for a tall building as well as other design issues. The Council will often chose to consult an independent design review panel such as CABE on these types of proposal.

For further information on Sustainable Development see Section 8 and Appendices 5-8



New flatted development in Shoebury Garrison responds to the special character of this area.

For further information on Public Art see Section 3.6 and Appendix 9.

4.4 Appearance

‘Good architecture is less to do with a particular style and more to do with the successful co-ordination of proportions, materials, colour and detail.’ (Buildings for Life, CABE 2007)

Policy Link - Core Strategy Policy CP4: The Environment and Urban Renaissance - 4

115. There is not normally only one ‘right’ answer for the appearance of a development. However, the approach taken must have a positive relationship to context, reinforce local distinctiveness and seek to enhance the character of an area. A traditional or contemporary design may be equally valid for the same site provided they compliment the local townscape. The reasons for choosing a particular style and an explanation of the detailed design must be outlined in the Design and Access Statement. Generic house types do not respond to local context and will not normally be appropriate unless of exceptional design quality.

116. All buildings must have the same high quality of design for all facades, limited views of the side and rear elevations or of backland development are not an excuse for bland or ‘dumbed down’ elevations. This issue has recently been upheld at appeal:

“The fact that views from the public realm would be restricted is not a justification for poor design” Appeal Decision Ref APP/D1590/A/07/20592/

NWF (13th May 2008, Westcliff-on-Sea)

117. Whether a proposal is to be modern or traditional in appearance it is important that the overall design is cohesive and all elements of the building relate positively to each other. Proposals that are made up of two, or more, conflicting styles will appear unresolved and confusing and part of the scheme will appear weaker or out of place. A comprehensive, high quality design approach should be used throughout the whole development.

118. Whatever approach is taken all new residential buildings will be expected to meet the ‘Building for Life standard’ which is the national benchmark for well-designed housing and neighbourhoods in England.

For further information on Building for Life Standards see www.buildingforlife.org

4.4.1 Materials and Detailing

119. Choice of materials can make a huge difference to the success of a building. Sympathetic materials, whether matching or contrasting, can help to integrate a new building or extension with the character of the surrounding townscape.

120. The design of the building, as well as its context will influence the choice of materials. Modern styles lend themselves to modern materials such as render, glass and cladding systems, whereas traditional designs that replicate the character of the existing streetscape are most successful where they match closely the materials and detailing, including



The high quality materials and detailing of this school extension in Westcliff contribute significantly to its success.



New Development in Shoebury Garrison Conservation Area has been designed to complement the historic buildings. The fenestration in this block reflects the order of the traditional military architecture.

adopting traditional building techniques, of the adjacent or parent buildings. In some areas such as the Burges Estate in Thorpe Bay the materials (rough cast render and plain clay tiles) are key to its special character.

121. In all circumstances high quality, durable materials will make a significant difference to the long-term success of the scheme. Poor quality materials may appear satisfactory when new, but soon wear and deteriorate. Good quality materials are usually longer lasting and easier to maintain. Where appropriate, the use of sustainable materials (including recycled aggregate) and practices are encouraged, particularly in new development.

See Section 8 Sustainable Development and Design.

122. In addition to the choice of materials, careful detailing can make a huge difference to the success of the development. For example setting windows back within their openings and generous eaves will create shadows giving depth to a frontage that would otherwise appear flat and bland. This simple technique has been used effectively over the centuries and is evident in the Borough's older properties but equally applies to modern development and should be used in all schemes.

123. Careful detailing of materials, joints, fenestration, services connections and finishes play a key role in the successful delivery of a high quality development. In particular close attention should

be paid to all elements of the building that have human contact. Quality detailing needs to work on two levels - both close up such as entrance detailing and fittings, and from a distance to give the elevation improved articulation through shadowing.

124. Large developments should create their own sense of place and enhance the richness of the experience for users. For example this can be done through the creation of public spaces and courtyards and the use of sculpture and art which can give identity and civic pride.

Material Choice and Historic Buildings

125. When altering and extending historic buildings the choice of materials must be carefully considered so that the special historic character of the building is not detrimentally affected. In the case of alterations and traditional extensions it may be necessary to use the same materials as were originally used and applied with the traditional construction techniques, particularly for listed buildings.

126. Where an extension to a historic building has successfully been designed to contrast with the original building a more flexible approach to materials may be possible.

4.4.2 Openings

127. The placing of openings can make a significant positive or negative contribution to the design of a development. In more traditional buildings a strong uniform pattern of windows and doors, creating order and rhythm, is often an essential part of their character and the wider townscape. This is evident



An interesting and bespoke fenestration design can give a new building its own distinct character.



The scale, design and placement of the openings on this block at Shoebury Garrison is key to its character and capitalises on the seaside location.

in the Victorian and Edwardian streets that are common throughout Southend Borough.

128. The positioning of the openings should provide order and structure to a façade and bay windows, gables and setbacks can be incorporated to create variety and visual interest to the frontages. The use of pattern, texture and colour is another way of heightening the sensory experience of a building, however, these elements should be integral to the overall design of the building, not an afterthought. Large areas of unbroken masonry can be unattractive and monotonous and should be avoided.

129. In modern schemes the options are much greater. Fenestration can be used to create visual interest and add excitement. In all cases the proportions of windows, the solid to void ratio and the detailing need to be carefully considered.

130. Traditional windows and doors in existing buildings in the historic environment are integral to their special character and must normally be retained or reinstated.

Entrances

Policy Link - Core Strategy Policy CP4: The Environment and Urban Renaissance - 6

131. The focus of any new building must be the pedestrian, not the car and it is essential that the pedestrian entrance is clearly defined and visible from the public highway. Primary entrances are to be located on the street elevation, not at the rear or in the car park. Design features such as signage,



The positioning of openings is also important to the design of smaller scale buildings. In this property in Appledore, the fenestration adds interest to the otherwise simple elevation and creates a strong entrance feature.

canopies or projections can be used to good effect to highlight entrances.

See also Section 9.1 Access for All and Building Regulations Part M which can be viewed at www.communities.gov.uk

Openings in Extensions

132. The style and placement of windows and doors plays a significant role in helping to integrate new extensions with existing buildings. Where the extension is consistent with the style of the original building the windows and doors should match in style and be aligned with those in the main building. Where the extension is a deliberate contrast to the parent building, a more flexible approach to window



The refurbishment of Crowstone Church included a new entrance feature which has considerable street presence.

design may be appropriate.

4.5 Layout of Buildings and Spaces

Policy Link - Saved BLP Policy H5 - Residential Design and Layout Considerations

133. Achieving an efficient and effective building layout is key to a successful development. How the buildings and spaces in and around the site relate to each other and work together can make or break a development. This includes position of entrances, views and access routes across the site, relationship to existing buildings and natural features. On larger sites the creation of new and interesting spaces and links, and the integration between buildings is an important consideration.

134. For all sites maximising the potential for development is only one consideration and the site should be looked at in the context of the character and amenities of surrounding buildings, the provision of amenity space and parking, the setting of the new development, the ability to harness natural energy such as solar gain and the contribution that the development makes to the local environment.

See also Section 2.2 Character & Context, Section 6 Relationship with Neighbours, Section 8 Sustainable Development and Design and Section 7.2 Secured by Design

4.5.1 Internal Arrangements and Space Standards

135. Residential units should be self contained with their own kitchen, bathroom and WC behind their own secure private entrance. All habitable rooms must have natural ventilation and daylight and be of an adequate size for their function. This is an issue for the developer, but they will need to have regard to the needs of Registered Social Landlords where any affordable housing element is proposed and also the requirements of the CABE Thames Gateway Design Pact.

Further details of the Thames Gateway Design Pact can be found on the CABE website www.cabe.org.uk under publications.

136. All new residential developments therefore, including affordable housing, will be expected to

meet Lifetime Homes Standards. These are a set of distance, height and space standards that enable homes to be easily adapted to accommodate life events quickly, cost-effectively and without upheaval. This means that occupiers can, if they choose, stay in the same home longer and adapt it for their changing circumstances. For example a wheelchair turning circle is used as the benchmark for a good space requirement. This increased room space also helps parents with small children, people with bikes or bags of shopping. Accessibility is for everyone, not just people who use wheelchairs. Conversions of existing houses or other buildings will also normally be expected to meet Lifetime Homes Standards.

137. Where possible the design of houses should be flexible enough to allow for future extensions (for example in the roof or to the rear). All residential units should have the potential for open plan living and to use rooms in a variety of ways (e.g. as a living area, workplace, study or bedroom).

The detailed requirements for Lifetime Homes Standards are set out in Appendix 4. For further information see Part M of the Building Regulations and the Disability Discrimination Act which can be viewed at www.communities.gov.uk

4.5.2 Amenity Space

'Particularly where family housing is proposed, it will be important to ensure that the needs of children are taken into account and that there is good provision of recreational areas, including private gardens, play areas and informal play space. These should be well designed, safe, secure and stimulating areas with safe pedestrian access.' (PPS3: Housing)



The amenity area at 'Kenway' has been specifically designed to cater for children

138. Outdoor space significantly enhances the quality of life for residents and an attractive and useable garden area is an essential element of any new residential development. The required amount of amenity space will be determined on a site by site basis taking into account local parks and the constraints of the site. Developments that provide little or no private amenity space will only be acceptable in exceptional circumstances and will be required to justify their reasons. Usable balconies and terraces can provide valuable additional private amenity areas particularly on flatted schemes but should normally be provided in addition to a larger area of amenity space usually provided at ground level. These principles apply equally to any proposals for subdivision.

139. Private amenity space should be seen as an extension to the living space and be practical in shape and accessible in location. Positioning should be optimised to allow for maximum use whilst also having the ability to be policed from within the development. Shared amenity space should be well managed to ensure that the quality and usability does not deteriorate.

140. Where flatted proposals include units of two or more bedrooms some form of provision should be made for children's play areas within the design of amenity space. This could include an item of play equipment or landscaping or sculpture that has specifically been designed to promote play. Children of all ages should be catered for.

Amenity Decks and Roof Terraces

141. Schemes for flatted development sometimes design the private amenity space as a roof terraces



and for adults.

or on decks above basement parking areas. Where this is proposed the Council will need to be convinced that the amenity space will be usable and is integral to the design of the development. This type of scheme does present greater constraints for planting and full details of how soft landscaping will be integrated into the design (including irrigation and drainage details and the design of any planters) should be submitted with the application. Proposals for hard landscaping only will not be considered acceptable. The success of this type of space will depend on the landscaping design, and quality planting and materials.

142. Roof terraces may offer views of the surrounding townscape and these should be exploited, but they must be designed so that the private amenity of the adjoining neighbours is protected. This issue also applies to raised amenity decks and in both cases mitigation measures to protect the privacy of neighbours are likely to be required. This is usually best achieved by setting back the deck or terrace from the site boundary or edge of the building. This generally negates the need for unsightly obscure screens and enables the views from roof terraces of the surrounding townscape to be retained. Proposals which cause unreasonable overlooking or are overbearing will not be acceptable.

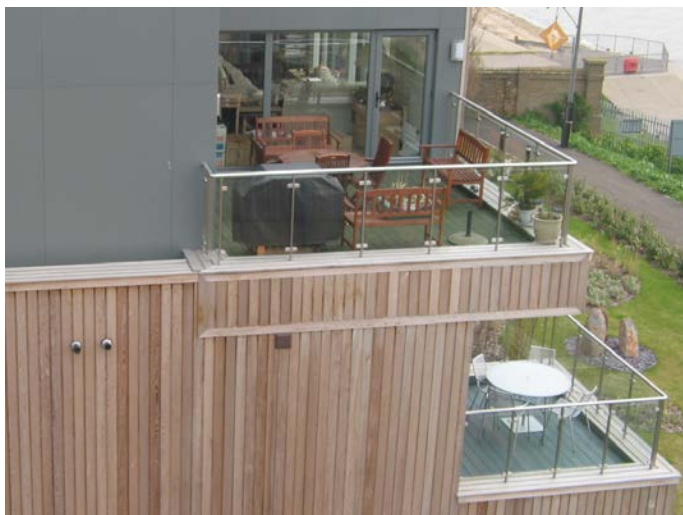
Criteria for Amenity Space

143. There is no fixed quantitative requirement for the amount of amenity space as each site is assessed on a site by site basis according to local character and constraints. However, all residential schemes will normally be required to provide usable amenity space for the enjoyment of occupiers in some form. Residential schemes with no amenity space will only be considered acceptable in exceptional circumstances which will need to be fully justified.

144. The amount, quality and usability of the amenity provision will be assessed against the following criteria:

Private Gardens should

- Be of a usable size and shape and large enough for outdoor eating and children's play.
- Be overlooked by habitable rooms and provide a sitting out area close to the main living area.



Balconies should provide useable amenity space.

- Be private and incorporate a means of enclosure that complements the development and the wider townscape.
- Make a positive contribution to local biodiversity.

Communal Amenity Space should

- Be of a usable size and shape.
- Receive sunlight, even in winter and provide shade in summer.
- Be well landscaped and include significant amounts of planting. For larger developments with shared amenity space the landscaping should be designed in such a way as to provide semi private outdoor rooms, to enable users to have some privacy from each other.
- Include spaces for sitting and socialising e.g. bbq area.
- Developments that include flats of 2 or more bedrooms should include a dedicated play space. This could include a piece(s) of play equipment or be landscaped in such a way as to promote imaginative play. Children of all ages should be catered for where possible. This should be explained in the Design and Access Statement.
- Include a clothes drying area.
- Be screened from parking areas.
- Be easily accessible for all occupants, not bisected by vehicular accesses or parking areas.
- Be overlooked by habitable rooms to ensure safety and natural surveillance.
- Have a Landscape Management Plan.

- Be private and incorporate a means of enclosure that complements the development and the wider townscape.
- Make a positive contribution to local biodiversity.

Balconies

In exceptional circumstances it may be acceptable for residential schemes to provide balconies as the only amenity provision. This will need to be justified on a site by site basis in the Design and access statement. Where this is considered acceptable in principle they should:

- Benefit from sunshine and good microclimate including good air quality.
- Have a pleasant outlook.
- Be large enough to allow outdoor sitting, dining and clothes drying.
- Be an integral and considered part of the overall architecture.
- Be secure and relatively private.
- Be well related to the internal living accommodation.

Where additional ground level or other amenity space is provided, the size of balconies is not so crucial but these criteria should still be used to inform their design.

The applicant will be required to justify how the proposed amenity space meets the above criteria in the Design and Access Statement. For larger schemes this will normally require the submission of detailed landscaping plan at application stage.



Substantial landscaping at the Royal Bank of Scotland has helped integrate the building into the landscape.



The RHS dry garden at Hyde Hall shows that an attractive landscaping can be produced that uses only drought tolerant plants.

See also Section 8.12 Biodiversity and Section 4.6.1 Landscaping below.

4.6 Landscaping and Boundaries

Policy Link - Core Strategy Policy CP4: The Environment and Urban Renaissance – 4, 10
 Saved BLP Policy C14 - Trees, Planted Areas and Landscaping

4.6.1 Landscaping

145. Landscaping is an integral part of any successful development and therefore must be considered at the outset not after planning permission has been granted. Such information is often now required at the time of submission, not determination. It can significantly enhance the setting and appearance of a building and help to soften new development into the existing fabric. Landscaping can also be used to provide an effective screen for privacy or to hide unsightly views.

146. The choice of landscaping will make a significant impact on the design and character of public and private spaces. Plants, trees and sculpture can be used to give structure, create enclosure, define and divide spaces, add texture and colour, or create a landmark feature.

Soft Landscaping

147. Plants and trees bring new buildings to life and are an essential part of any development. In general, preference should be given to native or

established species and those that thrive in the coastal conditions found in Southend. Consideration should also be given to the effects of climate change and drought tolerant plants should be used where ever possible. Hotter weather also affects people and where the landscaping forms part of a public or private amenity space, trees and plants should be located where they can be used for shade. Other issues that should be considered when choosing tree species include nuisance caused by falling fruit or sap close to parking areas and the mature height and spread of trees close to buildings and roads.

148. All new soft landscaping is important for local biodiversity and wildlife. Where possible new development should seek to plug the gaps between the Borough's existing habitat links and greenways and should, wherever possible, contribute to the delivery the Green Grid.

149. Existing trees should be retained, especially where they make a significant contribution to public amenity. The Council will consider safeguarding such trees with a Tree Preservation Order (TPO). Care must be taken to ensure the protection of existing trees during the development process. A full landscaping scheme and management plan will be required for all major developments and should be planned at an early stage.

150. Landscaping can also be beneficial in improving local microclimate. For example, water can have a cooling effect and trees can be used as wind breaks and to provide shade. These techniques should be incorporated into the landscaping where they would provide a benefit to the users.



The hard landscaped area at Pier Hill makes use of good quality materials and furniture with planted beds to soften the impact.



Boundaries do not necessarily only need to be built, this planted boundary at Kenway effectively divides the public & private area. The design chosen should compliment the building and the wider streetscape.

Hard Landscaping

151. Landscaping is much more than just plants, it is the whole treatment of spaces, furniture, use of water and public art and surfacing materials and should be specifically designed to complement the surrounding buildings. Where hard landscaping involves retaining walls and terraces, care needs to be taken to ensure that these elements do not have a detrimental impact on the streetscene and neighbouring properties. Usually a combination of hard and soft landscaping will be required.

152. When designing and detailing the landscaping it is important to be aware of the possible crime and anti-social behaviour implications. In particular the creation of dark corners or other hiding places should be avoided. Good lighting is important and can add an extra dimension to the landscape design. When landscaping public areas, robust street furniture is essential and the designs should include anti-skate measures where appropriate. If CCTV is proposed, it should be designed to accommodate proposed and existing trees.

153. Applicants for the development of larger sites should engage a qualified landscape architect and should put in place procedures and funding for the future maintenance of the landscaped areas. This will be secured through an appropriate legal agreement.

154. Where there is limited scope for landscaping on the site, the applicant may be required to improve the landscaping of the public realm adjacent to the

site. Where services and space allows this will often include the provision of new street trees and may also include new paving and street furniture.

See also Section 8.12 Biodiversity and Section 4.5.2 Amenity Space

4.6.2 Boundaries

155. Defining boundaries and boundary treatment is often a key element of local character and can become an important defining character of a new development. Any form of enclosure must be high quality and complementary to the overall scheme design or existing building. Boundary treatment should clearly distinguish between public and private space.

4.7 Parking

'[New Development should] take a design-led approach to the provision of car-parking space, that is well-integrated with a high quality public realm and streets that are pedestrian, cycle and vehicle friendly.' (PPS3: Housing)

4.7.1 Parking Standards

156. The Council's Parking Standards are set out in the current Interim Supplementary Planning Guidance Vehicle Parking Standards (EPOA, 2001). Updated standards will be on the Council's website in due course. Developers should demonstrate that the level of parking provision will be adequate



The extensive use of tree planting at Waitrose car park has significantly improved the environment and contributes to local biodiversity.



Parking successfully integrated into the streetscene at Horseshoe Crescent, Shoebury Garrison.

and not result in overspill onto adjacent roads. In certain circumstances - e.g. in highly accessible locations, schemes with little or no off-street parking provision may be considered acceptable. The amount of parking required will depend on the size of development, the use, the location and access to public transport.

157. Reduced levels of off-street parking provision can lead to parking transferring onto adjacent streets where there are no parking controls. This is not in accordance with the government's sustainable travel objectives. Therefore, it will generally not be acceptable for developers to provide low levels of on site parking in areas of the town where it is possible for parking to take place on street (particularly in areas of parking stress) unless some form of restraint is provided.

For further information on parking requirements see EPOA Vehicle Parking Standards which can be found on the Council's website www.southend.gov.uk Note. The replacement standards document will also be available on the website in due course.

4.7.2 Analysis of Parking Options

158. When designing a new development, the type and location of the parking provision can make a significant impact on the final design and it is essential that it is considered at an early stage and as part of the overall design. Different forms of parking have advantages and disadvantages. The development type and use will determine the most appropriate design. In all cases the parking areas should be attractive, safe, secure, well lit

and convenient. The needs of pedestrians must be taken into account when designing parking areas. Safe, convenient and attractive footpaths should be provided to give access from the parking spaces to the street frontage and entrances.

159. Whatever option is chosen it is important to ensure that the outlook from the development is not dominated by car parking. This is particularly in residential schemes where it will not be considered acceptable for residential units to look out directly onto large parking areas. Some form of landscaping or amenity buffer must be used to improve the outlook and provide a separation from the fumes and noise. All surface car parking must include substantial soft landscaping.

160. The choice of surface materials is key to the overall look of the parking area and should be carefully considered and chosen to complement the development. All surfacing materials must be permeable to improve drainage and to prevent excess run off and flooding. The runoff must be managed so as not to increase the risk of flooding, both on and off the site. Suitable interception may be required in some locations and for certain sizes of car park. This can be clarified with the Environment Agency during pre-application discussions.

See also Section 4.6.1 Landscaping and Section 8.7 Sustainable Urban Drainage Systems

161. The issues surrounding each type of parking option are outlined below:



The landscaped parking court at 'Kenway' has greatly reduced the impact of cars on the development.

Parking Courts

- Benefits from high natural surveillance from surrounding properties.
- Can become a feature of the development with landscaping and high quality finish (and even become a shared surface and playspace) but should not be at the expense of private amenity space.
- Low public impact and not dominant in the streetscene.
- Most suitable for larger backland sites and low rise housing schemes.
- Noise implications for neighbours – a landscaped buffer may be required.
- All surfacing materials must be porous to allow free draining and minimise runoff.

Unallocated / on Street Parking

162. Unallocated on street parking may be appropriate for larger developments where new streets are created. Where this is proposed the streetscene should be designed in such a way so that the parking does not dominate the development. Particular consideration should be given to the use of street trees so soften the impact and assist traffic calming.

Home Zones

163. Home Zones are residential streets in which the road space is shared between drivers and other road users with the wider needs of residents (including people who walk and cycle, and children) in mind. The aim is to change the way that streets are used and to improve the quality of life in residential streets by making them places for people, not just for traffic. Home Zones are very different from conventional streets as they use physical structures such as benches, flower beds, trees, play areas, lamp post and gateway features to force motorists to drive with greater care and at lower speeds.

164. There may be areas of the Borough that could be adapted as Home Zones but the success of this type of scheme is not just dependant on effective and well thought out plans, it also requires community backing and involvement. Where Home Zones are proposed as part of a new development they should be integral to the design of the whole development.

Further guidance on Homezones can be found at the Department for Transport Website www.dft.gov.uk and at www.homezones.org

Basement or Layered Parking

- Most suitable for larger flatted blocks and commercial schemes.
- Preserves the street frontage and leaves the ground floor free for more active uses. The entrance should be carefully designed to minimise its impact on the streetscene.
- Parking areas must be ventilated and any ducts, grills etc. should be part of the overall design.
- In commercial schemes basement parking can provide the opportunity for underground servicing.
- May not be suitable in flood risk areas unless appropriate flood mitigation measures are incorporated into the design. These should not be to the detriment of the overall building design.
- Any form of security gates should be high quality and attractive (roller shutters will not normally be considered appropriate) and should be set back from the highway to a distance commensurate with the length of vehicle likely to use the access (i.e. 6 metres for a car).
- Basement parking may not be appropriate in areas where there may be land stability issues.
- Basement parking is not considered appropriate for single dwellings as it would dominate the frontage detrimentally affecting the design of the building and is normally out of character with the streetscene.
- Basement parking is not usually considered appropriate for narrow frontages as it would require an unreasonably large



South East Essex College includes an underground car park which is safe & secure and has minimal impact in the streetscene.



Garages and forecourt parking have been carefully integrated into these new town houses in Shoebury Garrison.

proportion of the front elevation to be used as the vehicular entrance.

Ramps

165. In designing a proposal that includes a vehicular ramp the following points need to be considered:

- Access ramps should be heated or protected from frost and snow and have clear visibility for users at street level.
- The possible loss of some visibility when approaching the highway access on an up grade;
- The possible increase in stopping distance required on a down grade;
- The possible need for additional drainage to prevent an excess amount of surface water entering the highway from a down grade, or the site on an up grade;
- Must be DDA compliant if incorporating pedestrian route.

For the technical specifications of ramps see Appendix 16 Highways Technical Guidance.

Undercroft Parking

- The design of frontages is key – the parking area should not dominate or determine principal entrance to the building. On the public frontages the parking area should be wrapped by active uses.
- The entrance must not appear over dominant in the elevation and include sufficient visibility for users.
- Gates can be used to increase security

and maintain enclosure but they should be automated and integral to the overall design.

- More suitable for flatted blocks and commercial schemes.
- Off Street Surface Parking (except forecourt parking)
- Surface car parking should be part of the overall design and not dominate the street frontage or main entrance.
- Generous landscaping, including tree planting, should be used to soften and break up the paved area
- High quality permeable surfacing and detailing is essential.
- Suitable for all types of development.

Forecourt Parking In New Development

166. Parking on the frontage will normally be discouraged unless there are no viable alternatives. In these cases it is important to ensure that the character of the area is not harmed. Parallel parking on the frontage can have a significant detrimental impact on the streetscene and is generally considered an unacceptable solution. Applications for forecourt parking will be considered on a site by site basis.

167. For new developments parking located away from the street frontage at the rear or in separately designed garage blocks is generally preferred, although these areas still require quality surface materials and landscaping to provide an attractive environment and outlook for users.

168. Where it is considered appropriate,



This forecourt parking area in Grand Parade for a property in Undercliff Gardens below has minimal impact on the street scene and allows public views across the site to the estuary.



Forecourt parking in Clifftown Conservation Area incorporates gates and railings, high quality surface materials and soft landscaping.

proposals for forecourt parking should meet the following criteria:

- Open frontages and total loss of front gardens or forecourts to parking will be considered unacceptable; at least part of the boundary should be enclosed. Forecourt parking areas should maintain clear access to the main residential entrance. Parking at the side of the property has less of an impact and does not obstruct the entrance and should be considered where space and character allows.
- Good quality and appropriate surfacing materials should be used rather than concrete, tarmac or loose material such as shingle.
- All surfacing materials and construction of parking areas must be porous to allow free draining and minimise run off. This also applies to those hard standings installed as permitted development.
- All proposals must include provision for soft landscaping to screen and soften the vehicle(s) and to protect the visual amenity.

169. Where considered acceptable in principle, whatever the size of scheme, only a small proportion of the frontage should be given over to parking.

Forecourt Parking For Existing Residences

170. In many parts of the Borough front gardens and landscaping are an important feature and make a significant contribution to the character of the streetscene. With increased car ownership the

Borough's older properties built without a designated car parking space are under increasing pressure to convert traditional front gardens to forecourt parking. Unfortunately, unless done sympathetically, this can harm the character of a residential area. In some cases the space available may not be large enough for a medium sized car or forecourt parking may not be considered acceptable in principle because it would be detrimental to local character.

171. New applications for parallel forecourt parking will not be approved in situations where it will be impossible to gain access or egress with a car parked on the carriageway within one metre of the vehicle cross-over. Vehicle crossovers which are wider than the property will not be permitted.

172. Forecourt parking on classified roads will be required to include turning facilities or an 'in and out' drive for safety reasons.

See also Planning Advice Note 1 Forecourt Parking for further details on forecourt parking which is available on the Council's website www.southend.gov.uk and Appendix 16 Highways Technical Guidance.

Crossovers

173. The construction of new crossovers on the highway is only undertaken by the Council's competent contractor. Some crossovers will require planning permission. It is always advisable to check with the Council at the design stage. New crossings and hardstandings should not result in the loss of street trees or planted verges unless they can be replanted within the vicinity.

174. Long crossovers that allow for several cars to be parked perpendicular to the road are unattractive and will be considered unacceptable. Shared drives reduce the need for crossovers and should be utilised where possible.

For further information see Department of Enterprise, Tourism and the Environment Crossover Application Form Guidance Notes and Planning Advice Note 1 Forecourt Parking which is available on the Council's website www.southend.gov.uk

4.7.3 Disabled Parking- Lifetime Homes

175. The Disability Discrimination Act 2005 required that adequate parking provision is made on site for the needs of disabled users. Larger schemes will therefore be required to provide adequate provision for disabled parking spaces. Higher numbers of disabled spaces may be required for some uses where a higher proportion of disabled users are expected – e.g. medical and elderly care facilities.

176. All new houses and bungalows should aim to meet Lifetime Home Standards with regard to parking space size. This requires that sufficient space is allowed to extend the space to a disabled space if the need arises.

For further information on Lifetime Home Standards see Appendix 4

4.7.4 Cycle Parking

177. All types and sizes of development should provide safe, secure, weatherproof and convenient cycle parking as part of the overall development. The most convenient location for users is within the building but where this is not possible and the cycle parking is detached from the development it's design should complement the character of the main building.

178. The cycle parking requirement for each type of scheme is set out in the Council's current Interim Supplementary Planning Guidance Vehicle Parking Standards (2001). Developers of larger commercial schemes may also be required to demonstrate that they have considered the additional needs of cyclists, such as shower, changing and locker facilities in their Travel Plan.

See Also Section 13 Making an Application

4.7.5 Access to Parking Areas

179. The required width of the access to parking areas will depend on the number of spaces, the size and use of the development and the class of road it links onto. Access ways for large numbers of properties or parking spaces, or which lead onto a main road must be two-way. Single width accesses may be acceptable for short driveways

accessing small numbers of parking spaces from low category roads. Between these two extremes it may be appropriate in some instances for single track access ways to include a passing place at the back of path.

For detailed technical guidance on specific private access requirements and specifications see Appendix 16

Bridging over Private Vehicular Access Ways

180. Bridging over vehicular access ways creates a negative space in the streetscene (a dark void) and will be discouraged, especially for smaller developments where the opening forms a significant part of the frontage. Bridging over single track accesses has less of an impact on the street and may be more acceptable. Where there is no alternative (i.e. to basement parking) the impact of the opening should be designed and located so that it is subservient to the main pedestrian entrance and has minimal impact on the streetscene.

See Appendix 16 – Highways Technical Guidance

4.8 Services and Utilities

4.8.1 Waste Storage and Recycling

Policy Link - Core Strategy Policy KP2: Development Principles – 11

Residential

181. Refuse storage and recycling should be integral to the development, not an after thought. Designers must consider and demonstrate the type and quantity of waste and recycling which is likely to be produced by the building and how it will be stored and collected. Storage should be accessible within reasonable carrying distance from the highway but should not appear to dominate the frontage. Where possible arrangements for refuse and recycling facilities storage should be made within the building where they can be integral to the design and hidden from public view. Where this is not achievable external storage facilities must be well designed, conveniently located, screened and ventilated. If new streets are formed there must be adequate access for waste collection vehicles.



The plant room at Southend Central library is an integral part of its design.

182. Recycling requirements are constantly evolving. Developers will need to demonstrate that their development will meet the current requirements and be flexible so that they can be adapted for the future. A recycling / waste management strategy will be required for large developments.

Non-Residential

183. Adequate storage should be provided for waste and recyclables, where possible, within the envelope of the building. Where not possible commercial waste should be screened from public view in specifically designed housing within the site perimeter.

Consideration must be given to the type of waste container to ensure that it is adequate in size, and that it can be easily accessed and manoeuvred by the Council's waste contractors. For further guidance see Appendix Waste and Recycling Guidelines and the Council's Municipal Waste Management Strategy for Southend-on-Sea 2004-2020 and Southend Borough Council Waste Management Guide which is available on the Council's website www.southend.gov.uk

4.8.2 Ventilation, Air Handling Equipment and Other Plant

184. All services and plant must be an integral element of the building design. This will usually mean it will be hidden within the envelope of the building but in certain circumstances it could become a design feature on the roof. The design should reflect the need for housing, ducting, extracts, condensers, lift overruns etc.

185. Flue extraction and ventilation equipment must be designed to minimise its visual impact and to ensure that no nuisance or detriment to amenity is caused by odour, fumes, dust particles, food droplets vibration or noise to nearby properties.

See Environmental Health Guidance – New Food Premises which is available on the Council's website www.southend.gov.uk

4.8.3 Utility Boxes

186. Utility boxes are unsightly and must not be positioned where they can be seen from the public realm. Wherever practical they should be sited inconspicuously at the side of a property, positioned internally in a porch or common hallway, or located in a box underground.

4.8.4 Pest Nuisances

187. In some areas of the Borough, especially on the High Street and Seafront, nuisance is caused to buildings by seagulls and pigeons. Where this is the case mitigation measures should be integrated into the design of the building and not an afterthought.



The utility boxes at Horseshoe Crescent, Shoebury Garrison have been cleverly disguised as benches in the Public Open Space.