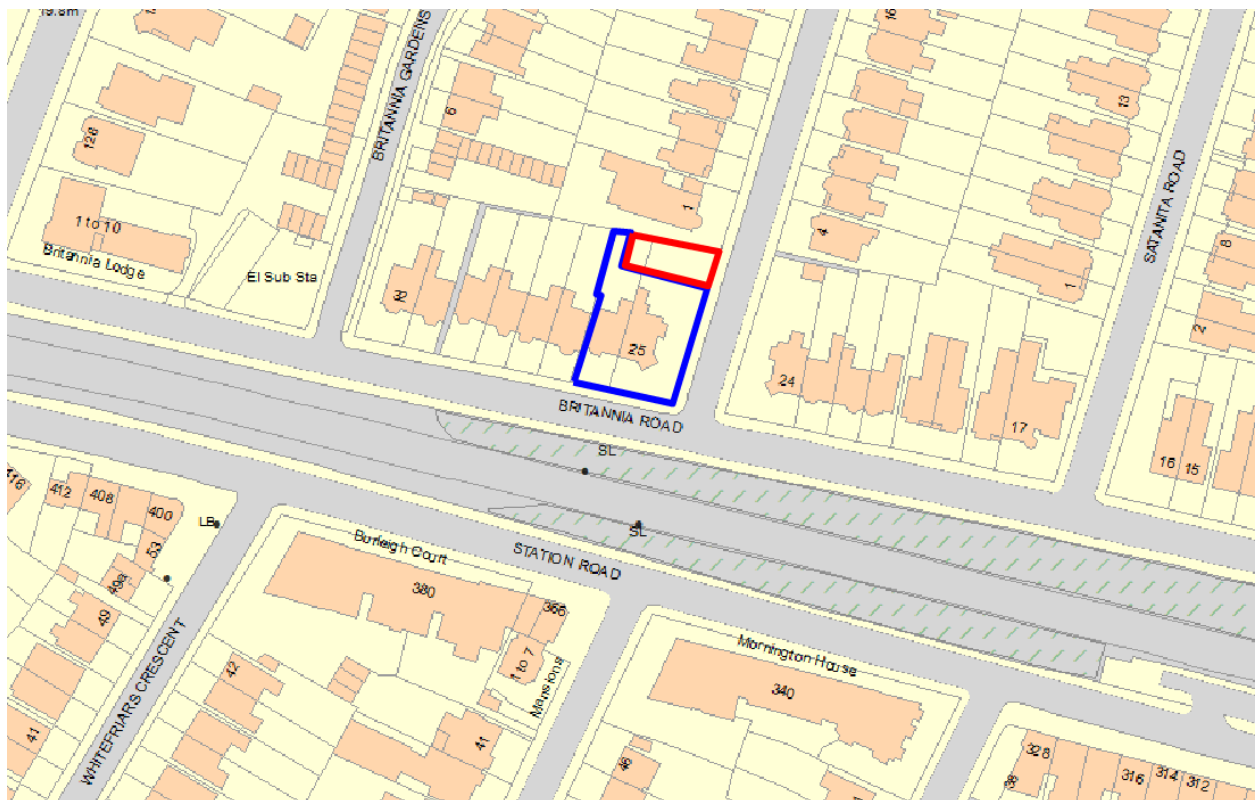


Reference:	17/00584/FUL	
Ward:	Chalkwell	
Proposal:	Erect two storey dwellinghouse on land at rear (Amended Proposal)	
Address:	25 Britannia Road, Westcliff-On-Sea, Essex	
Applicant:	Mrs Linda Harrison	
Agent:	Mercer Planning Consultants Ltd	
Consultation Expiry:	21.06.2017	
Expiry Date:	13.06.2017	
Case Officer:	Janine Rowley	
Plan Nos:	P1000 Revision A; P1001 Revision A; P1002; P1003 Revision C; P1005; P1007; P1010; P1011; P1012; P1008; P1006; P1004 Revision A and P1009	
Recommendation:	GRANT PLANNING PERMISSION	



1 The Proposal

- 1.1 Planning permission is sought to erect a two storey dwelling on land at the rear of 25 Britannia Road. The proposed dwelling is 7.4m wide x 6.5m-7.3m x 8.5m high pitched roof. Materials include render, clay roof tiles, white upvc windows and doors. The hardstanding surface would be constructed from Tegula paving.
- 1.2 The internal floorspace of the proposed dwelling proposed equates to 80sqm including a kitchen, dining room, living room and toilet to the ground floor and 1 bedroom, study room and a bathroom to the first floor. Officers therefore consider the new dwellinghouse would provide 2 bedrooms (3 persons) rather than a one bedroom dwellinghouse referred to within the Design and Access Statement accompanying this planning application.
- 1.3 One off street parking space is proposed to the front of the site and cycle/refuse storage to the side of the property. The amenity space to the rear is 54sqm (excluding the area to the side boundary abutting number 25 Britannia Road).
- 1.4 The proposal also includes the formation of four parking spaces to serve the existing flats, which would be in located Ailsa Road.
- 1.5 It should be noted a previous application to redevelop the site for residential use was refused under application 15/02130/FUL. The two storey dwellinghouse was refused for the following reasons:

1. *“The proposed dwelling, by reason of its siting would be out of keeping with the existing layout and grain of development in the area resulting in infill development appearing conspicuous and visually harmful to the surrounding area. This is contrary to the National Planning Policy Framework policies KP2 and CP4 of the Core Strategy, Policies DM1 and DM3 of Development Management Document DPD2 and policies and the Design and Townscape Guide”.*
2. *“The proposal would result in a loss of parking provision to serve existing occupiers of 25 Britannia Road will result in additional on street parking in an area of parking stress to the detriment highway safety and the local highway network contrary to guidance contained within the NPPF, Policy DM15 of the emerging Development Management DPD2, Policy CP3 of the DPD1 (Core Strategy), policy DM15 of the Development Management Document and the Design and Townscape Guide (SPD1)”.*
3. *“The proposed development would result in an unacceptable loss of amenity space to no. 25 Britannia Road resulting in a poor environment for occupants thereof contrary to the National Planning Policy Framework, policies KP2 and CP4 of the Core Strategy, policy DM1 of the Development Management Document and advice contained within the Design and Townscape Guide SPD1”.*
4. *“The proposed amenity space to serve the new dwelling would be unacceptably overlooked by the occupiers of 26 Britannia Road resulting a loss of privacy for future occupants contrary to the National Planning Policy Framework, policies KP2 and CP4 of the Core Strategy, policy DM1 of the Development Management Document and advice contained within the Design and Townscape Guide SPD1”.*

5. *“The proposal by reason of lack of information which fails to demonstrate accessibility and adaptability of the dwellinghouse in accordance with Building Regulation M4 (2) will result in poor living environment for future occupiers. This is contrary to the NPPF, policies KP2 and CP4 of the Core Strategy, policies DM1, DM3 and DM8 of the Development Management DPD2 and National Technical Housing Standards DCLG 2015”.*
6. *“The proposed vehicular crossovers by reason of extent of hardstanding surface and proximity to both the street trees would be detrimental to the health of both of these trees and potentially result in their loss. This would be detrimental to the visual amenities of the streetscene and contrary to the National Planning Policy Framework, Policy KP2 and CP4 of the Core Strategy, Policies DM1 and DM15 of the Development Management Document and the Design and Townscape Guide (SPD1)”.*

1.6 The appeal following the above application was subsequently dismissed (reference: 3149882) and will be discussed in further detail below within the appraisal section of this report. The main conclusions of the appeal decision by the Inspector was that:

- The loss of the street trees would be harmful to the character and appearance of the area;
- Insufficient information had been provided in relation to justifying the parking provision;
- A suitable condition could be imposed in relation to the new dwellinghouse meeting M4(2) building regulations standards to ensure the dwelling is accessible and adaptable for all if the application was deemed acceptable;
- The private amenity space proposed serving the new dwelling would not be overlooked by number 26 Britannia Road and the reduction of amenity space serving the existing flats at number 25 Britannia Road, whilst would reduce the private outside space there would be an area sufficient to accommodate a table and chairs for existing residents and this would be acceptable.

1.7 The main amendments following the previously refused application include the retention of the existing street trees, formation of four parking spaces and two vehicle crossovers along Ailsa Road to serve the existing flats and the reduction in car parking provision to the new dwellinghouse whereby only one parking space is now proposed. The overall design and scale of the dwellinghouse remains unchanged from the previously refused application 15/02130/FUL.

2 Site and Surroundings

2.1 The existing site comprises of 5 parking spaces which serve the flats at 25 Britannia Road, although the site appears to have been fenced off.

2.2 The surrounding street scene of Ailsa Road and Britannia Road comprises of detached and semi-detached two storey dwellings many of which have been converted into flats. The proposal is sited within a residential area.

3 Planning Considerations

- 3.1 The main considerations of this application are the principle of the development, design, traffic and transportation and impact on residential amenity, sustainable construction, CIL and whether the proposal has overcome the previous reasons of application 15/02130/FUL and the subsequent appeal decision (reference: 3149882).

4 Appraisal

Principle of Development

National Planning Policy Framework; Core Strategy (2007) Policies KP1, KP2, CP4 and CP8; Development Management (2015) policies DM1, DM3, DM7, and the Design and Townscape Guide (2009).

- 4.1 Government guidance contained within the National Planning Policy Framework (NPPF) encourages effective use of land by re-using land that has been previously developed.
- 4.2 The proposal would be located on an area of hardstanding, which was previously used for the parking of 5 vehicles serving the flats (approved under application 88/1172) and as the garden area for no. 26 Britannia Road although it was noted following a site visit the land appears to have been fenced off.
- 4.3 Policy DM3 of the Development Management Document DPD2 states that the Council will seek to support development that is well designed and that seeks to optimise the use of land in a sustainable manner responding positively to the local context and not leading to over-intensification. Any infill development will be resisted if it creates a detrimental impact on the living conditions and amenity of existing and future residents or neighbouring residents, conflict with the character or grain of the local area, result in a contrived and unusable garden space for existing and proposed dwellings or result in the loss of local ecological assets.
- 4.4 Section 5.3 of the Design and Townscape Guide (SPD1) deals with infill development and it is stated:
- “The size of the site together with an analysis of local character and grain will determine whether these sites are suitable for development. In some cases the site may be too small or narrow to accommodate a completely new dwelling (including useable amenity space and parking) and trying to squeeze a house onto the site would significantly compromise its design quality and be detrimental to neighbouring properties and local character. Unless an exceptional design solution can be found, infill development will be considered acceptable”.*
- 4.5 Where such development is acceptable in principle SPD1 states that it is important to draw strong references from surrounding buildings in terms of scale, frontage, materials and rhythm.
- 4.6 The Inspector in the recent appeal decision (reference 3149882) relating to this site in paragraph 6 states:

“The proposed dwelling would incorporate a hipped roof and is of a scale and design which matches No 25 and No 1 Ailsa Road (no. 1). Even, though the proposed dwelling would be set in a smaller plot than other properties in the area, this would not be noticeable in the street scene. The proposed dwelling would be set in from the side boundaries and positioned in line with the front elevation of No 1 and the side elevation of NO 25, such that it would not appear cramped and would follow the layout of development in the surrounding area”.

- 4.7 The Inspectors decision is a material planning consideration and in light of the above, the principle of the dwelling in this location, is acceptable on this plot.
- 4.8 It is not considered the proposed development by reason of its location, size of the site and impact on local character and urban grain of the area would be detrimental to the character and appearance of the area and the proposed development will provide much needed housing. The proposal has therefore overcome reason 01 of 15/02130/FUL.

Design and Impact on the Streetscene

National Planning Policy Framework; Core Strategy (2007) Policies KP2 and CP4; Development Management Plan (2015) policies DM1 and DM3 and the Design and Townscape Guide SPD1 (2009).

- 4.9 The existing site comprises of a hardstanding surface for 5 parking spaces serving the 5 flats at 25 Britannia Road and the rear garden area of no. 26 Britannia Road. The existing property at no. 25 to the south of the site is two storey and was converted to 5 self-contained flats in 1988 (88/1172). The surrounding locality comprises of two storey detached and semi-detached properties of similar style. To the immediate north is a residential care home.
- 4.10 The overall design and scale of the dwelling houses remains unchanged from the previously refused application 15/02130/FUL, which has not been previously objected to and considered acceptable.
- 4.11 No objection is raised to the layout of one parking space to the front of the new dwelling. The Inspector in paragraph 7 of the appeal decision (reference: 3149882) stated:
- “However, the loss of the street trees would be harmful to the character and appearance of the area and the proposed development would therefore be in conflict with the Design and Townscape Guide Supplementary Planning Document 1 (SPD1) and the development plan. It would specifically conflict with policies KP2 and CP4 of the Southend on Sea Core Strategy (2007) (CS) and policies DM1 and DM3 of the Southend on Sea Development Management Document (2015) (DMD) which, taking together, aim to ensure good design and that new development does not conflict with the character of the local area”.*
- 4.12 This amended proposal has sought to provide two vehicle crossovers to the south of the site, maintaining the two existing street trees. As stated above, this amended proposal is seeking to retain the existing street trees and the layout ensures the tree root protection area is protected.

In light of this, the revised proposal would maintain the character and appearance of the street scene in this location therefore overcoming reason 02 of application 15/02130/FUL and concerns raised by the Inspector the subsequent appeal decision.

Standard of Accommodation for Future Occupiers

National Planning Policy Framework, Core Strategy policies KP2 and CP4 (DPD1), Development Management Document (DPD2) policies DM1, DM3 and DM8, The National Technical Housing Standards DCLG 2015 and Design and Townscape Guide (SPD1)

- 4.13 The National Housing Standards have been adopted and state a 58sqm internal floorspace per one bedroom dwelling (2 bed spaces) is required to ensure the development provides an adequate standard of accommodation. The proposed internal size of the dwellinghouse at 80sqm. Whilst drawing P1004 Revision A shows one bedroom and a study, the study is 3.1m wide x 3m deep and therefore capable of providing a 2nd potential bedroom and has an internal floor area of 8.2sqm. The National Technical Housing Standards states in order to provide one bedspace, a single bedroom has a floor area of at least 7.5m² and is at least 2.15m wide. Officers therefore consider the new dwellinghouse would provide 2 bedrooms (3 persons) dwelling rather than a one bedroom dwellinghouse as referred to within the Design and Access Statement accompanying this planning application. However, the dwelling would still be compliant with the National Technical Housing Standards, which requires 70sqm for a two bedroom (3 person) dwellinghouse. All rooms will benefit from sufficient outlook and daylight.
- 4.14 Part M4 (2) of the Building Regulations adopted by the National Technical Housing Standards 1st October 2015 requires provision of accessible and adaptable dwellings. The applicant has provided supporting information demonstrating that the proposal meets the criteria for the Building Regulation M4 (2). Thus the development will be accessible and adaptable dwellings for older people or wheelchair users, in accordance with the NPPF, Policies DM3 and DM8 of the Development Management DPD and National Housing Standards 2015. This element of the proposal has therefore overcome reason 05 of application 15/02130/FUL and in line with the Inspectors appeal decision (reference: 3149882).
- 4.15 One of the core planning principles of the NPPF is that the planning system should *“always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings”*.
- 4.16 Policy DM8 of the Development Management Document DPD2 states that all new dwellings must make provision for useable private outdoor amenity space for the enjoyment of intended occupiers; for flatted schemes this can take the form of a balcony or semi-private communal amenity space.
- 4.17 Whilst the Council’s Design and Townscape Guide states:
- “Outdoor space significantly enhances the quality of life for residents and an attractive useable garden area is an essential element of any new residential development”*.

4.18 The proposed dwellinghouse will have access to 54sqm, which has increased from 44sqm amenity space of the previously refused application (15/02130/FUL), to the rear of the site. This is considered sufficiently useable amenity space for the new dwellinghouse. Reason for refusal 04 of application 15/02130/FUL considered the proposed amenity space would be overlooked by existing occupiers at no. 26 Britannia Road, which was not acceptable for future occupiers given the limited separation distance from existing occupiers at no. 26 Britannia Road. However, the Inspector in the recent appeal decision (reference: 3149882) took a different view and in paragraphs 16 and 17 concluded the private amenity space would not be overlooked stating:

16. "The Council are concerned that the proposed private amenity space would be overlooked by the occupants of No 26 Britannia Road (No 26). However, the appeal site sits slightly higher in level than No 26 and the closest window at first floor level serves a bathroom. Overall in my view sufficient separation distance would remain for the proposed rear garden not to be significantly overlooked over any boundary treatment".

17. "For these reasons, the proposed development would not result in harmful living conditions for future occupiers with particular regard to privacy. In this regard the proposal would comply with the development plan. It would specifically comply with Policies KP2 and CP4 of the CS and Policy DM1 of the DMD which seek to ensure good design and that new development provides a good standard of living accommodation for future occupiers".

4.19 The proposed development would therefore not result in harmful living conditions for future occupiers in relation to privacy. The proposal has therefore overcome reason 04 of application 15/02130/FUL.

4.20 The existing amenity space serving the existing flats at 25 Britannia Road will be affected by the siting of four parking spaces along Ailsa Road. Whilst this was previously considered unacceptable as set out in reason 03 of application 15/02130/FUL, the Inspector considered this issue and concluded in paragraph 19 of his decision:

"Although the creation of four off street spaces would reduce the amount of private outside space to the side, an area would remain which would be sufficient to accommodate a table and chairs and could be used comfortably by a number of residents at the same time".

4.21 In light of the above, it is considered the formation of the four vehicle spaces along Ailsa Road will not have a harmful impact on the amenities of existing users of the five flats in 25 Britannia Road. The proposal will also reduce the amenity area of serving no. 26 Britannia Road which will be reduced from 146sqm to 115sqm; however this is still considered sufficient useable amenity space. This element of the proposal has therefore addressed reason for refusal 03 of application 15/02130/FUL.

Traffic and transportation

National Planning Policy Framework; Core Strategy (2007) policies KP2, CP4, CP3; policy DM15 of the Development Management Document (2015) and the Design and Townscape Guide (2009).

- 4.22 Planning permission was granted in 1988 to convert the existing dwelling at no. 25 Britannia Road into 5 self-contained flats. As part of the application, parking was allocated to the north of the site, where this development is proposed. Condition 2 of application 88/1172 states:

“Before any of the flats are occupied, 5 parking spaces shall be provided on a hardstanding with vehicle access to the adjoining highway, all in accordance with the approved plans. The parking to be reserved for occupiers/callers to the premises”.

- 4.23 This amended proposal will provide one parking space for the new dwellinghouse and will provide four parking spaces to the south along Ailsa Road. Policy DM15 of the Development Management Document DPD2 states that two parking spaces should be provided for houses and one parking space per flat in this location. However, policy DM15 goes on to states:

“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.

Reliance upon on-street parking will only be considered appropriate where it can be demonstrated by the applicant that there is on-street parking capacity”.

- 4.24 The Inspector considered within the recent appeal decision (reference: 3149882 paragraph 10), that the site was within walking distance to a number of bus stops and a railway station. However, the applicant had failed to provide substantive evidence to assess the frequency of the services and destinations. The applicant has now provided a transport assessment and parking survey, carried out by Paul Mew Associates that demonstrates the site is within a sustainable location, given the site is 600m away from the west of Hamlet Court Road, two pairs of bus stops are located 320m to the west and one to 650m to the east with 7 bus services. The site is also 500m walking distance to Westcliff-on-Sea railway station located to the south east of the site and has up to 12 services an hour to London Fenchurch Street, Shoeburyness and Southend Central. Whilst the new dwellinghouse will have one parking space and the five flats will be served by four parking spaces the applicant has demonstrated the site is within a sustainable location and therefore on balance no objection is raised.

- 4.25 In light of the above, the Councils Highway Officer has raised no objection. Taking all these factors into account it is considered that the proposal has therefore overcome reason 02 of application 15/01230/FUL.

Impact on residential amenity

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

- 4.26 Policy DM1 of the Development Management Document states that any new 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. Paragraph 343 of SPD1 (under the heading of Alterations and Additions to Existing Residential Buildings) states, amongst other criteria, that extensions must respect the amenity of neighbouring buildings and ensure not to adversely affect light, outlook or privacy of the habitable rooms in adjacent properties.
- 4.27 With regards to overlooking or loss of privacy one window is proposed to the first floor of the proposed dwelling facing no. 25 Britannia Road to the south however, the window has been required by condition to be obscure glazed. This overcomes any privacy and overlooking concerns.
- 4.28 It is not considered the overall scale of the development will be overbearing or detrimental to the amenities of existing occupiers surrounding the site nor will the proposal result in loss of light given the position directly to the rear of no. 25 Britannia Road. Taken in the round, the design of the proposal is such that it is not found to be unacceptable in terms of its impacts on neighbour amenity in any respect.

Sustainable Construction

National Planning Policy Framework; DPD1 (Core Strategy) policy: KP2; DPD2 (Development Management) policy DM2, and the Design and Townscape Guide SPD1.

- 4.29 Policy KP2 of the Core Strategy states:

“All development proposals should demonstrate how they will maximise the use of renewable and recycled energy, water and other resources. This applies during both construction and the subsequent operation of the development. 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), such as those set out in SPD 1 Design and Townscape Guide”.

- 4.30 The provision of renewable energy resources should be considered at the earliest opportunity to ensure an intrinsic design in this instance no details have been submitted for consideration. However, if this application is deemed acceptable this can be dealt with by condition.
- 4.31 Policy KP2 of the Core Strategy DPD1 requires the need for all new development to incorporate SUDs to enable surface water attenuation for the site. No details have been submitted at this time however, if the application is deemed acceptable a suitable condition can be imposed.

- 4.32 Policy DM2 of the Development Management Document part (iv) requires water efficient design measures that limit internal water consumption to 105 litres per person per day (lpd) (110 lpd when including external water consumption). Such measures will include the use of water efficient fittings, appliances and water recycling systems such as grey water and rainwater harvesting. Whilst details have not been submitted for consideration at this time, this can be dealt with by condition if the application is deemed acceptable.

Other Matters

Permitted Development Rights

- 4.33 It is noted that given the limited size of the plot and buildings, any alterations/extension of the dwelling allowed by the General Permitted Development Order may result in unacceptable living conditions of the future occupiers (i.e. should the rear amenity space be significantly reduced by a rear extension) or impact on the neighbouring properties (i.e. increased overlooking from additional dormer windows). For this reason it is considered reasonable that permitted development rights for the proposed dwellinghouses be removed if the application is deemed acceptable.

Community Infrastructure Levy (CIL) Charging Schedule.

- 4.34 This application is CIL liable and there will be a CIL charge payable. Section 143 of the Localism Act 2011 states that any financial sum that an authority has received, will, or could receive, in payment of CIL is a material 'local finance consideration' in planning decisions. CIL is payable on net additional gross internal floorspace. The proposed development will result in 80sqm of residential floorspace (£22 per sqm zone 3). The proposed development will therefore, result in a CIL liability of approximately £1760.00.

Conclusion

- 4.35 Having taken all material planning considerations into account, including the recent appeal decision it is found that subject to compliance with the attached conditions, the proposed development would be acceptable and compliant with the objectives of the relevant development plan policies and guidance. The proposed dwellinghouse by reason of its design, scale, amenity space and parking provision would represent an acceptable addition within the streetscene, providing new housing and enhancing the overall character and appearance of the surrounding locality, while achieving adequate amenities for future occupiers and protecting the amenities of neighbouring properties. The retention of the street trees is welcomed and the applicant has demonstrated the parking provision for the existing flats and new dwellinghouse is acceptable within this sustainable location. The application has overcome the reason for refusing the previous application at the site.

5 Planning Policy Summary

5.1 National Planning Policy Framework 2012

- 5.2 Development Plan Document 1: Core Strategy Policies KP1 (Spatial Strategy), KP2 (Development Principles), CP3 (Transport and Accessibility), CP4 (The Environment and Urban Renaissance), CP8 (Dwelling Provision)
- 5.3 Development Plan Document 2: Development Management Document Policies DM1 (Design Quality), DM2 (Low carbon development and efficient use of resources), DM3 (The Efficient and effective use of land), DM8 (Residential Standards). DM15 (Sustainable Transport Management)
- 5.4 SPD1 Design & Townscape Guide 2009

6 Representation Summary

Design and Regeneration

- 6.1 No comments.

Traffic and Transportation

- 6.2 Having reviewed the application it is considered that the parking provision provided by the applicant meets the current development management document DM15.

The site is in a very sustainable location with regard to public transport with good links in close proximity. Westcliff Station is less than 500 meters away in addition to bus services in Hamlet Court Road. It is not considered that the proposal will have a detrimental impact on the public highway.

Therefore given the above information and that is contained within the transport statement no highway objections are raised.

Public Consultation

- 6.3 A site notice was displayed on the 20.04.2017 and neighbours have been notified of the proposal. Three letters of objection have been received raising the following issues:

- Harm to the amenities of neighbouring occupiers.
- The design of the proposal is unacceptable.
- Garden grabbing;
- Cutting down trees;
- Water logging and this development will increase flooding;
- Backland development;
- Parking will be lost to the flats;
- Result in loss of light and outlook;
- Poor accommodation for future occupiers
- Inadequate parking and highway safety concerns;
- The new parking spaces for the flats will result in loss of on street parking;
- Amenity space provision is not acceptable
- Conflict with planning policies.

These concerns are noted and they have been taken into account in the assessment of the application. However, they are not found to represent a reasonable basis to refuse planning permission in the circumstances of this case.

- 6.4 Councillor Folkard has requested this application be dealt with by development control committee.

7 Relevant Planning History

- 7.1 2015- 15/02130/FUL- Erect two storey dwellinghouse on land at rear- Refused. Appeal dismissed (reference: 3149882)
- 7.2 2015- 15/00432/FUL- Erect two storey dwellinghouse on land at rear- Refused
- 7.3 2010- 10/00339/FUL- Erect two storey dwelling on land at rear, lay out 8 parking spaces and form vehicular access onto Britannia Road and Ailsa Road- Refused
- 7.4 2009- 09/00247/FUL: Erect two storey dwelling on land at rear, lay out 6 parking spaces and form vehicular access onto Ailsa Road and lay out 4 parking spaces and form vehicular access onto Britannia Road- Withdrawn.
- 7.5 1988- 88/1172: Demolish detached garage at the rear, erect single storey rear extension, with dormer window to the side within extended roofspace, erect dormer window to side within extended roofspace, erect dormer window to front and convert extended dwellinghouse into 5 self-contained flats and lay out parking at the rear- Approved 9th November 1988 with conditions.

8 Recommendation

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

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

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

- 02 The development shall be carried out in accordance with the approved plans: P1000 Revision A; P1001 Revision A; P1002; P1003 Revision C; P1005; P1007; P1010; P1011; P1012; P1008; P1006; P1004 Revision A and P1009.**

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

- 03 No development shall take place until samples of the materials to be used on all the external elevations, including walls, roof, windows, doors, paving, and on any screen/boundary walls and fences, driveway, forecourt or parking area have been submitted to and approved by the local planning authority. The development shall be carried out in accordance with the approved details before it is occupied.**

Reason: To safeguard character and appearance of surrounding area in accordance with Policy DM1 of the Development Management DPD and KP2 and CP4 of the Core Strategy.

- 04 The development shall not be occupied until 5 car parking spaces have been provided at the site in accordance with drawing P1001 Revision A, together with properly constructed vehicular accesses to the adjoining highway, all in accordance with the approved plans. The parking spaces shall be permanently retained thereafter for the parking of occupiers of and visitors to the development.**

Reason: To ensure that adequate car parking is provided and retained to serve the development in accordance with Policies DM15 of the Council's Development Management DPD and CP3 of the Core Strategy DPD1.

- 05 No development shall take place until full details of both hard and soft landscape works to be carried out at the site have been submitted to and approved in writing by the local planning authority. The approved hard landscaping works shall be carried out prior to first occupation of the development and the soft landscaping works within the first planting season following first occupation of the development, unless otherwise agreed in writing by the local planning authority. The details submitted shall include, but not limited to:-**

- i proposed finished site levels or contours;**
- ii. means of enclosure, of the site including any gates or boundary fencing;**
- iii. car parking layouts;**
- iv. other vehicle and pedestrian access and circulation areas;**
- v. hard surfacing materials;**
- vi. minor artefacts and structures (e.g. street furniture, loggia, bollards, play equipment, refuse or other storage units, signs, lighting, etc.);**
- vii. details of the number, size and location of the trees, shrubs and plants to be retained and planted together with a planting specification**
- ix. details of measures to enhance biodiversity within the site;**

Any trees or shrubs dying, removed, being severely damaged or becoming seriously diseased within five years of planting shall be replaced with trees or shrubs of such size and species as may be agreed with the Local Planning Authority

Reason: In the interests of visual amenity and the amenities of occupiers and to ensure a satisfactory standard of landscaping and tree protections measures are implemented pursuant to Policy DM1 of the Development Management DPD and Policy CP4 of the Core Strategy DPD1

- 06 No site clearance, preparatory work or development shall take place until a scheme for the protection of the retained trees (the tree protection plan) and the appropriate working methods (the Arboricultural method statement) in accordance with Clause 7 of British Standard BS5837 - Trees in Relation to Construction has been submitted to an approved in writing by the local planning authority. These protection measures shall be carried out in full as approved throughout the implementation of the development hereby approved.**

Reason: In the interests of visual amenity and to ensure a satisfactory standard of landscaping, pursuant to DPD1 (Core Strategy) policies KP2 and CP4, DPD2 (Development Management) policies DM1, DM3 and the advice contained in the Design and Townscape Guide.

- 07 A scheme detailing how at least 10% of the total energy needs of the dwellinghouse will be supplied using on site renewable sources must be submitted to and agreed in writing by the Local Planning Authority and implemented in full prior to the first occupation of the dwellinghouse. This provision shall be made for the lifetime of the development.**

Reason: In the interests of providing sustainable development in accordance with Policy KP2 of the Core Strategy (DPD1), policy DM2 of the Development Management Document (DPD2).

- 08 Prior to occupation of the development hereby approved details of the water efficient design measures set out in Policy DM2 (iv) of the Development Management Document to limit internal water consumption to 105 litres per person per day (lpd) (110 lpd when including external water consumption), including measures of water efficient fittings, appliances and water recycling systems such as grey water and rainwater harvesting shall be submitted to and approved in writing by the local planning authority. The development shall be implemented in accordance with the approved details before it is occupied and be retained as such in perpetuity.**

Reason: To minimise the environmental impact of the development through efficient use of water in accordance with the National Planning Policy Framework, DPD1 (Core Strategy) policy KP2, DPD2 (Development Management Document) policy DM2 and SPD1 (Design and Townscape Guide).

- 09 The development hereby permitted shall not commence until details of surface water attenuation for the site, based on Sustainable Urban Drainage principles, have been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved details before it is occupied unless otherwise agreed in writing with the Local Planning Authority.**

Reason: In order to ensure a satisfactory standard of sustainable drainage and to prevent environmental and amenity problems arising from flooding in accordance with Policies KP2 and CP4 of the Core Strategy DPD1, DPD2 (Development Management) policy DM2 .

- 10 The development hereby approved shall be carried out in a manner to ensure the house complies with building regulation M4 (2) 'accessible and adaptable dwellings' before it is occupied.**

Reason: To ensure the residential units hereby approved provides high quality and flexible internal layouts to meet the changing needs of residents in accordance with National Planning Policy Framework, DPD1 (Core Strategy) policy KP2, DPD2 (Development Management Document) policy DM2 and SPD1 (Design and Townscape Guide).

- 11 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended), or any order revoking and re-enacting that Order with or without modification, no development shall be carried out at the development hereby approved within Schedule 2, Part 1, Classes A, B, C, D, E and F to those Orders.**

Reason: To enable the Local Planning Authority to regulate and control development in the interest of the amenity of neighbouring properties and to safeguard the character of the area in accordance the National Planning Policy Framework, DPD1 (Core Strategy) Policies KP2 and CP4, DPD2 (Development Management Document) Policies DM1 and DM3 and SPD1 (Design and Townscape Guide).

- 12 Prior to occupation the development hereby approved the first floor windows in the flank elevations of the house hereby approved shall be glazed in obscure glass (the glass to be obscure to at least Level 4 on the Pilkington Levels of Privacy, or such equivalent as may be agreed in writing with the local planning authority) and fixed shut and unopenable, except for any top hung light which shall be a minimum of 1.7 metres above internal floor level. In the case of multiple or double glazed units at least one layer of glass in the relevant units shall be glazed in obscure glass to at least Level 4. The windows shall be retained as such in perpetuity thereafter.**

Reason: To avoid overlooking and the resultant loss of privacy of the adjoining residential properties, in accordance with the National Planning Policy Framework, DPD1 (Core Strategy) 2007 policies KP2 and CP4, and DPD2 (Development Management Document) 2015 policies DM1 and DM3 and advice contained within the Design and Townscape Guide SPD1.

Informative

- 01 Please note that the development the subject of this application is liable for a charge under the Community Infrastructure Levy Regulations 2010 (as amended). Enclosed with this decision notice is a Community Infrastructure Levy (CIL) Liability Notice for the attention of the applicant and any person who has an interest in the land. This contains details including the chargeable amount, when this is payable and when and how exemption or relief on the charge can be sought.**

You are advised that a CIL Commencement Notice (CIL Form 6) must be received by the Council at least one day before commencement of development. Receipt of this notice will be acknowledged by the Council. Please ensure that you have received both a CIL Liability notice and acknowledgement of your CIL Commencement Notice before development is commenced. Most claims for CIL relief or exemption must be sought from and approved by the Council prior to commencement of the development. Charges and surcharges may apply, and exemption or relief could be withdrawn if you fail to meet statutory requirements relating to CIL. Further details on CIL matters can be found on the Council's website at www.southend.gov.uk/cil.