

Reference:	16/01109/OUT
Ward:	Victoria
Proposal:	Erect detached dwellinghouse (Outline Application)
Address:	Land Between 143 And 147, Victoria Avenue, Southend-On-Sea, Essex, SS2 6EL
Applicant:	Mr Steven Newman
Agent:	Mrs Michelle Fishlock
Consultation Expiry:	4 th August 2016
Expiry Date:	16 th August 2016
Case Officer:	Anna Tastsoglou
Plan No's:	VIC/P/100 B & VIC/P/101 B
Recommendation:	GRANT OUTLINE PLANNING PERMISSION



1 The Proposal

- 1.1 Outline permission, with all matters reserved, is sought to erect a three bedroom detached dwellinghouse at land between 143 and 147 Victoria Avenue.
- 1.2 The plot is rectangular in shape and measures 6.4m wide x 28.6m deep. The proposed dwelling is indicative as an L-shape, with an outrigger to the rear, similar to the neighbouring properties to the south. Additional details have been submitted in relation to the application, including a detailed front elevation and draft side and rear elevations and a site plan indicating the means of access to the site and the position of the two lampposts installed along the proposed public footway which will run along the northern boundary of the application site.
- 1.3 The dwelling is indicated as being sited in line with the front building line of the dwellings to the north and as having a footprint of 75sqm and it measuring 6.4m wide to the front, 4.3m to the rear, 13.8m deep to the south and 7.8m to the north. The dwelling is shown as having a maximum height of 8.25m, 5.4m high to the eaves and the maximum height of the rearward outrigger projection has been shown at 7.7m.
- 1.4 An amenity space of approximately 95sqm would be provided to the rear of the proposed dwelling and one parking space provided to the rear, accessed via Wallis Avenue. A 3.1m wide crossover would be formed onto Wallis Avenue.
- 1.5 It is noted that the front part on the application site currently forms highway land and it is proposed to stop this up. A 1.2m wide public footway would be maintained and run along the northern, side boundary of the application site. This would require a separate application under the Highways Act.
- 1.6 Five representations have been received raising concerns regarding the proposal and therefore, the application falls to be considered by Development Control Committee.

2 Site and Surroundings

- 2.1 The application site is located on the western side of Victoria Avenue, south of West Street and is currently an open piece of land bounded by highway bollards to the east and south. An informal public footway traverses the application site. As noted above the front part of the application site is currently public highway.
- 2.2 The site lies within Prittlewell Conservation Area and the wider area is mixed in character, comprising residential uses, offices, retail and light industrial units. The immediate area consists of two storey terraces of housing to the north, which are of simple design with shallow gabled roofs and flat frontages. It is considered that the majority of the properties were designed to be finished in brick and render detailing, incorporating sash windows, however, in many cases these have been altered to upvc windows.
- 2.3 The wider character of the area along Victoria Avenue, is largely derived from open tree lined green space and park to the east, a mix of small scale (two and three storey) commercial and residential properties to the west separated by tree lined dual carriageway, with grassed and planted central reservation.

3 Planning Considerations

- 3.1 The main consideration in relation to this application is the principle of the development. Although the application is outline with all matters reserved, it is considered reasonable to identify any grounds of objection to the proposal regarding design and impact on the character of the area, living conditions for future occupiers, impact on neighbouring properties, any traffic and transport issues, sustainability and CIL, should concerns be apparent.

4 Appraisal

Principle of Development

NPPF; DPD 1 (Core Strategy) Policies KP2 and CP4; SPD 1 (Design & Townscape Guide (2009)); Policies DM1, DM3 and DM8 of the Development Management DPD

- 4.1 The site is an infill site and is located within a mixed use area which includes residential use and the application site consists of a partially public highway land, which has been left undeveloped. Amongst other policies which support sustainable development, the NPPF requires development to boost the supply of housing by delivering a wide choice of high quality homes.
- 4.2 Policy KP2 of the Core Strategy requires that *“all new development contributes to economic, social, physical and environmental regeneration in a sustainable way”*. Policy CP8 of the Core Strategy identifies the need for 6,500 homes to be delivered within the whole Borough between 2001 and 2021.
- 4.3 Policy DM3 of the emerging Development Management DPD promotes *“the use of land in a sustainable manner that responds positively to local context and does not lead to over-intensification, which would result in undue stress on local services, and infrastructure, including transport capacity.”*
- 4.4 Policy DM3 (2) requires that all development on a land that constitutes backland and infill development will be resisted where the proposals will:
- “(i) Create a detrimental impact upon the living conditions and amenity of existing and future residents or neighbouring residents; or*
 - (ii) Conflict with the character and grain of the local area; or*
 - (iii) Result in unusable garden space for the existing and proposed dwellings in line with Policy DM8; or*
 - (iv) Result in the loss of local ecological assets including wildlife habitats and significant or protected trees.”*
- 4.5 Paragraph 201 of the Design and Townscape Guide advises that *“Infill sites are development sites on the street frontage between existing buildings. These areas are usually spaces left over after earlier development or the redevelopment of small industrial units or garages. 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 usable 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. In these circumstances, unless an exceptional design solution can be found, infill development will be considered unacceptable. Other options, such as an extension to an adjacent building or a garage may be more achievable. However, in certain situations, where the density, grain and openness of an area are integral to its special character, infill development of any kind will not be appropriate in principle.”

- 4.6 The application site is located within a mixed use area and as such, the proposed residential use is considered acceptable in principle. The site abuts a highway to the east and therefore, it is not considered backland development. In terms of its size, it is considered large enough to accommodate a new dwelling, given that the proposed width and depth of the plot would reflect the size of the plots in the surrounding area. Whilst design, living conditions, residential amenity and parking availability are assessed below, this is only a preliminary assessment, given that the application is outline in nature and those details would be determined at Reserve Matters stage.
- 4.7 The area is currently grassed over. No trees or protected trees are planted within the application site. Although a grassed area would be lost, this is not considered to be a significant local ecological asset, which deserves protection from development. It has no value as potential public space.
- 4.8 In light of the above, the provision of a residential use in this location is considered acceptable in principle. Other material planning considerations are discussed below.

Design and Impact on the Character of the Prittlewell Conservation Area

NPPF; DPD 1 (Core Strategy) Policies KP2 and CP4; SPD 1 (Design & Townscape Guide (2009)); Policies DM1 & DM3 of the Development Management DPD; Policy DM9 of the emerging Southend Central Area Action Plan

- 4.9 It should be noted that good design is a fundamental requirement of new development to achieve high quality living environments. Its importance is reflected in the NPPF, in the Policies KP2 and CP4 of the Core Strategy and also in Policy DM1 of the Development Management DPD. The Design and Townscape Guide (SPD1) also states that *“the Borough Council is committed to good design and will seek to create attractive, high-quality living environments.”*
- 4.10 Paragraph 56 of the NPPF states that *“good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.”* One of the core planning principles of stated in the NPPF requires *“to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings”*.

- 4.11 Policy DM1 of the Development Management DPD states that all development should *“add to the overall quality of the area and respect the character of the site, its local context and surroundings in terms of its architectural approach, height, size, scale, form, massing, density, layout, proportions, materials, townscape and/or landscape setting, use, and detailed design features”*. Policy DM5 of the Development Management DPD states that *“all development proposals that affect a heritage asset will be required to include an assessment of its significance, and to conserve and enhance its historic and architectural character, setting and townscape value.”* This is also reiterated in Policy DM9 of the emerging SCAAP.
- 4.12 According to Policy KP2 of the Core Strategy states that new development should *“respect the character and scale of the existing neighbourhood where appropriate”*. Policy CP4 of the Core Strategy requires that development proposals should *“maintain and enhance the amenities, appeal and character of residential areas, securing good relationships with existing development, and respecting the scale and nature of that development”*.
- 4.13 Paragraph 201 of the Design and Townscape Guide states that *“Where it is considered acceptable in principle, the key to successful integration of these sites into the existing character is to draw strong references from the surrounding buildings. For example, maintaining the scale, materials, frontage lines and rooflines of the neighbouring properties reinforces the rhythm and enclosure of the street. This does not necessarily mean replicating the local townscape, although this may be an option.”*
- 4.14 It is noted that the matters of detailed design, appearance and scale of the proposed dwelling are reserved matters and as such, cannot be given detailed determination by the Local Planning Authority at this stage. It is noted that the site is located within a conservation area and great weight should be given to quality design which would reflect scale and appearance of the properties in the immediate area and preserve and enhance the character of the Prittlewell Conservation Area. To ensure that such design can be achieved on site, an indicative detailed front elevation, streetscene elevation and draft side and rear elevations have been submitted.
- 4.15 The site plan outlines the footprint of the proposed property, which would be located in line with the front building line of the properties to the north and it would be of a similar width. Therefore, no objection is raised to the position of the proposed. The property would have a rear outrigger, which is a characteristic of the properties within the surrounding area and as such, it is not considered that this layout would be out of keeping with the area. The front and streetscene elevations submitted show that the proposed dwelling would be of similar design to the dwellings to the north, maintaining similar style and size of openings, eaves and ridge height. The overall scale of the building, including the two storey rearward projection would reflect the mass and scale of the properties in the area. It is therefore considered that a dwelling of approximate size and scale can be achieved, which would preserve the character of the conservation area.

Living Conditions for Future Occupiers

National Planning Policy Framework 2012, Core Strategy Policies KP2, CP4 and CP8, Borough Local Plan Policies C11 and H5, and SPD1

- 4.16 Delivering high quality homes is one of the Government's requirements according to the NPPF. Since 1st of October 2015 Policy DM8 of the Development Management DPD has been superseded by the National Housing Standards regarding the minimum internal floorspace standards.
- 4.17 The proposal is to form a three bedroom dwelling. Subject to the number of persons that would occupy the dwelling the minimum internal floorspace of the building would vary between 84sqm (4 persons) and 102sqm (6 persons). The footprint of the building, as shown in the submitted plans, is 75sqm. Given that the property would be two storeys (approximately 150sqm), the size of the dwelling would be sufficient to accommodate 3 bedroom dwelling. Given that the property would front and back onto a highway, it is considered feasible for habitable rooms to be provided with adequate light, outlook and ventilation, to protect the living conditions of the future occupiers.
- 4.18 With regard to the amenity space, policy DM8 states that all new dwellings should *"make provision for usable private outdoor amenity space for the enjoyment of intended occupiers"*. An approximate 95sqm amenity space would be provided to the rear of the dwelling (excluding the proposed parking space to the rear). This is considered a sufficient private amenity area to meet the outdoor requirements of the future occupiers.
- 4.19 According to SPD1 refuse storage and recycling should not be visible from the streetscene and as such, it should be located either internally to the development or to the rear of the property, to minimise the adverse visual impact. Whilst no details for refuse storage have been submitted, it is considered that the size of the rear garden is sufficient to provide space for refuse and cycle store. This could be agreed by condition.
- 4.20 Policy DM3 (ii) of the Development management DPD from the 1st of October 2015 has been substituted by building regulation M4 (2). These requirements include a step-free access to the dwelling and any associated parking space, a step-free access to a WC and any private outdoor space, accessible accommodation and sanitary facilities for older people or wheelchair users and socket outlets and other controls reasonably accessible to people with reduced reach. The applicant has not submitted a statement/drawings demonstrating that the proposed dwelling would comply with all the above, however, given the footprint of the dwelling officers are satisfied this could be achieved. Details would be conditioned to be submitted at a Reserve Matters stage.

Impact on Neighbouring Properties

NPPF; Development Management DPD Policy DM1; SPD 1 (Design & Townscape Guide (2009))

- 4.21 Policy DM1 of the Development Management DPD requires all development to be appropriate in its setting by respecting neighbouring development and existing residential amenities *“having regard to privacy, overlooking, outlook, noise and disturbance, sense of enclosure/overbearing relationship, pollution, daylight and sunlight.”*
- 4.22 In relation to the impact on the neighbouring property to the north (No. 147 Victoria Avenue) the proposed dwelling would be sited 1.2 metres away and it would not project beyond the front elevation of this property. To the rear, the rear wall of the proposed dwelling adjacent to the dwelling to the north would not project beyond the rearmost wall of No. 147 Victoria Avenue. The proposed two storey outrigger would project around 5.6 metres past the neighbouring rear wall; however, it would be sited 3.4 metres away from this dwelling. Although the proposal would breach a 45° angle, the southernmost window in the rear elevation of the dwelling No. 147 Victoria Avenue, is a window to a kitchen and not a habitable room. Therefore, the proposal would not result in loss of light on to a habitable room. The property to the north has no windows in the south flank elevation, which would be affected by the development and hence, there is no objection in terms of loss of light to habitable rooms.
- 4.23 With regard to the impact on the adjacent dwelling to the south No. 143 Victoria Avenue, the proposed development would be located around 3.1 metres away from property and it would not project beyond its rear wall. There is only one clear glazed window in the north elevation of the property to the south at first floor. The proposed dwelling would not block the outlook or light of this window, given that it would be positioned a couple of metres back from this window. The proposed dwelling would be sited forward of the property to the south, however, given the orientation of the site, the separation distance between the proposed development and No. 143 Victoria Avenue and the fact that the adjacent property to the south is occupied by a retail store at ground floor, it is not considered that it would result in a detrimental impact on the neighbours amenities, overbearing or result in loss of light.
- 4.24 An overall 14.8m separation distance would be maintained between the rear elevation of the dwelling and the rear boundary and thus, the proposal would not have a greater impact on the neighbours to the rear, by way of overshadowing or overlooking.
- 4.25 It is noted that any windows to the side elevations may be conditioned to be glazed in obscure glass to prevent overlooking.

Traffic and Transport Issues

NPPF; Policy DM15 of the emerging Development Management DPD; SPD1

- 4.26 Policy DM15 of the Development Management DPD requires all development to provide adequate parking. The provision of one off-street parking space is required for the proposed dwelling, given that it is located within Southend Central Area.
- 4.27 One parking space has been shown to be provided to the rear, which would be of a sufficient size to accommodate a vehicle. Therefore, no objection is raised regarding off-street parking provision, considering the central location.
- 4.28 During the site visit two vehicles were parked on site. However, it is noted that the site is not identified as parking area and as such, there is no restriction in retaining this area for parking.
- 4.29 A 3.1m wide crossover has been shown in the submitted plans, which is considered sufficient to allow a safe movement without causing obstruction.
- 4.30 A public footway currently traverses the site and it has been shown that it would be maintained along the northern boundary of the application site, providing a link between the Victoria Avenue and Wallis Avenue. Following discussion with the Highways' Officer it has been confirmed that two lampposts would be sufficient to provide adequate light to the proposed footway, in order to be ensure it remains hospitable, which are now shown in the submitted plans. A condition for the public footway to be formally reinstated to a suitable surface providing adequate lighting, to ensure all users can use it effectively before first occupation, would be imposed.

Use of on Site Renewable Energy Resources

National Planning Policy Framework 2012, Core Strategy Policy KP2 and SPD1; Policy DM2 of the emerging Development Management DPD

- 4.31 Policy KP2 of the Core Strategy requires that *“at least 10% of the energy needs of new development should come from on-site renewable options (and/or decentralised renewable or low carbon energy sources), such as those set out in SPD 1 Design and Townscape Guide, wherever feasible. How the development will provide for the collection of re-usable and recyclable waste will also be a consideration”*. Policy DM2 of the emerging Development Management DPD also states that *“to ensure the delivery of sustainable development, all development proposals should contribute to minimising energy demand and carbon dioxide emissions”*.
- 4.32 No information has been submitted regarding 10% renewable energy provision. Furthermore, no details relative to Sustainable Urban Drainage System have been provided. This would be secured by condition.

- 4.33 Policy DM2 (iv) of the Development Management Document requires all new development to provide *“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.

Community Infrastructure Levy

CIL Charging Schedule 2015

- 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. As this is an outline application the CIL amount payable will be calculated on submission of a reserved matters application at which point the floorspace figures will be confirmed.

Other Matters

- 4.35 As part of its Strategic Housing Land Availability Assessment (SHLAA) update, the Council has published information on its potential housing supply (5 year supply of housing plus an additional 5% buffer as required by the NPPF). This demonstrates that the Council has a 6 year housing land supply against its adopted targets and therefore, meets the requirements of the NPPF in terms of housing delivery. Thus the authority is able to meet its housing needs targets without recourse to allowing development which would otherwise be unacceptable.
- 4.36 A telegraph pole is located on the southeast corner of the application site. However, the matter has been discussed with the Highway’s Officer, who raised no objection. Should the telegraph pole require relocation, this would be on the applicant expense. An informative will be added as a reminded for the applicant.

5 Conclusion

- 5.1 The proposed development, subject to appropriate conditions, is considered to be in accordance with the Development Plan.

6 Planning Policy Summary

- 6.1 National Planning Policy Framework (2012): Section 4 (Promoting sustainable transport), Section 6 (Delivering a wide choice of high quality homes) and Section 7 (Requiring good design)
- 6.2 Development Plan Document 1: Core Strategy Policies KP2 (Development Principles), CP3 (Transport and Accessibility), CP4 (Environment & Urban Renaissance), and CP8 (Dwelling Provision).
- 6.3 Development Management DPD 2015: Policies DM1(Design Quality), DM3 (Efficient and Effective Use of Land), Policy DM5 (Southend-on-Sea’s Historic

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

6.4 Supplementary Planning Document 1: Design & Townscape Guide, 2009.

6.5 CIL Charging Schedule 2015

6.6 National Housing Standards 2015

6.7 Emerging Southend Central Area Action Plan: Policy DP9 (Victoria Gateway Neighbourhood Development Principles)

7 Representation Summary

Transport & Highways

7.1 There are no highway objections to this proposal; 1 car parking space has been provided which is acceptable given the sustainable location of the site. A condition should be imposed to ensure that the footway link that runs east to west is formally reinstated to a suitable surface to ensure all users can use it effectively before first occupation. These works can be arranged under a section 278 agreement.

Design and Regeneration

7.2 The existing open area lacks maintenance and does not make a positive contribution to the conservation area and therefore there would be no objection in townscape terms to the infilling this gap in the streetscene. The site seems wide enough to replicate the scale and form of the existing terrace as proposed and this seems a reasonable approach to take. The proposal is therefore considered to be acceptable in principle. The applicant should be advised that the design detail of the proposal to the front in particular including windows, doors, materials and design detail would need to be of a quality suitable for the conservation area and should look to pick up on the original details of the adjacent terrace it is seeking to replicate. This has some decoration to the frontage and the appropriate window design would be timber sashes with a painted timber front door.

Parks

7.3 No comments received.

Asset Management

7.4 No comments received.

The Southend Society

7.5 No comments received.

Public Consultation

7.6 25 neighbours have been consulted, a site notice posted on site and the application advertised on press. Five letters of objection and one letter of support have been received as follows:

- Parking implications. Existing parking issues in the area. **[Officer Comment: Please refer to 'Traffic and Transport Issues' section.]**
- The proposal would adversely impact on the school.
- Loss of green space. **[Officer Comment: Please refer to 'Principle of Development' section.]**
- No neighbour notification. **[Officer Comment: It is noted that all neighbouring properties abutting the application site have been notified and a site notice has been posted on site.]**
- The proposed dwelling would be out of keeping with the character of the area and not suitable for a good home. **[Officer Comment: Please refer to 'Principle of Development' and 'Design and Impact on the Prittlewell Conservation Area' section.]**
- The road is too narrow for emergency services. **[Officer Comment: It is noted that the proposal would not impact upon the existing highway (Wallis Avenue or Victoria Avenue).]**
- No escape route in case of a fire. **[Officer Comment: It is noted that the proposal would not impact upon the existing highway (Wallis Avenue or Victoria Avenue) and the existing public footway would be maintained.]**
- The site is currently a magnet for flytipping. A family house would improve the streetscene.

8 Relevant Planning History

8.1 No relevant planning history.

9 Recommendation

9.1 **GRANT OUTLINE PLANNING PERMISSION** subject to the following conditions:

- 01 **Details of the appearance, layout, scale, detailed design, landscaping, access (hereinafter called the "Reserved Matters") shall be submitted to and approved in writing by the Local Planning Authority before any development begins and the development shall be carried out as approved. Application for approval of the reserved matters shall be made to the Local Planning Authority not later than 3 (three) years from the date of this permission. The development hereby permitted shall begin not later than 2 (two) years from the date of approval of the last of the reserved matter to be approved.**

Reason: Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990 (as amended) and because the application is for outline planning permission only and the particulars submitted are insufficient for consideration of details mentioned.

- 02 The development hereby permitted shall be carried out in accordance with the following approved plans: VIC/P/100 B & VIC/P/101 B (C01D)**

Reason: To ensure that the development is carried out in accordance with the provisions of the Development Plan. (R01D)

- 03 Prior to the commencement of the development samples or details of materials to be used on the external elevations including details of any boundary walls, fences, gates and windows have been submitted to and approved by the Local Planning Authority. The development shall only be carried out in accordance with the approved details.**

Reason: In the interests of visual amenity and to ensure that the appearance of the building makes a positive contribution to the character and appearance of the Prittelwell Conservation Area. This is as set out in the National Planning Policy Framework (NPPF), DPD1 (Core Strategy) 2007 policy KP2 and CP4, Development Management DPD policy DM1 and DM5, and SPD1 (Design and Townscape Guide).

- 04 Details of waste and cycle storage shall be submitted to the Local Planning Authority concurrently with the reserve matters application. The development shall implement in accordance with the approved details and retained in perpetuity thereafter.**

Reason: To ensure that satisfactory secure off-street bicycle parking is provided to promote sustainable transport and to protect the environment and provide suitable storage for waste and materials for recycling in accordance with DPD1 (Core Strategy) 2007 policies KP2, CP3 and CP4, Development Management DPD policies DM1 and DM15, and SPD1 (Design and Townscape Guide).

- 05 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2008, or any order revoking and re-enacting that Order with or without modification, no development shall be carried out within Schedule 2, Part 1, Class 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 Prittelwell Conservation Area in accordance the National Planning Policy Framework, DPD1 (Core Strategy) Policies KP2 and CP4, DPD2 (Development Management Document) Policy DM1 and SPD1 (Design and Townscape Guide).

- 06 A scheme detailing how at least 10% of the total energy needs of the development will be supplied using on site renewable sources shall be submitted concurrently with the Reserve Matters application and implemented in full in accordance with the approved details prior to the first occupation of the dwellinghouses. 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, the Design and Townscape Guide (SPD1) and Development Management Document Policy DM2.

- 07 Details of surface water attenuation for the site, based on SUDS principles shall be submitted concurrently with the Reserve Matters application. The works agreed shall be carried out in accordance with the approved details prior to the first occupation of the dwellinghouses unless otherwise agreed in writing with the Local Planning Authority.**

Reason: To ensure satisfactory drainage of the site in accordance with policy KP2 of the Core Strategy DPD1 and DPD2 (Development Management) policy DM2.

- 08 Prior to first occupation of the new dwellinghouse hereby approved, one car parking space shall be provided in accordance with plan No. VIC/P/100 B and shall thereafter be permanently retained for the parking of private motor vehicles solely for the benefit of the occupants of and visitors to the new dwellings and for no other purpose unless otherwise agreed in writing by the local planning authority. Permeable paving shall be used for the hardstanding area unless otherwise agreed by the local planning authority.**

Reason: To ensure satisfactory parking is provided and retained to meet needs of occupants that the development is completed and used as agreed, and to ensure that it meets DPD1 (Core Strategy) 2007 policies CP3 and CP4, Development Management DPD policy DM15 and SPD1.

- 09 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 prior to first occupation of the new dwellinghouse to and agreed in writing by the Local Planning Authority and implemented in full prior to the first occupation of the development. This provision shall be made for the lifetime of the development.**

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).

- 10 Demolition or construction works shall not take place outside 8:00 hours to 18:00 hours Mondays to Fridays and 8:00 hours to 13:00 hours on Saturdays and at no time on Sundays or Bank Holidays.**

Reason: To protect residential amenity and general environmental quality in accordance with the National Planning Policy Framework (NPPF), DPD1 (Core Strategy) 2007 policy KP2 and CP4, and Development Management DPD policies DM1.

- 11 No burning of waste material shall take place during construction of the proposed dwellings.**

Reason: To protect residential amenity and general environmental quality in accordance with the National Planning Policy Framework (NPPF), DPD1 (Core Strategy) 2007 policy KP2 and CP4, and Development Management DPD policies DM1.

- 12 The development shall not be occupied until the public footway running along the northern boundary of the application site shall be reinstated with a suitable surface and lighting installed in accordance with the plan no. VIC/P/100B or as otherwise agreed in writing with the local planning authority and be permanently retained thereafter.**

Reason: To ensure satisfactory and safe use of the public footway in accordance with the National Planning Policy Framework (NPPF) and DPD1 (Core Strategy) 2007 policy CP4.

- 13 Details of building regulation M4(2) regarding accessible and adaptable homes shall be submitted concurrently with the Reserve Matters application. The development shall then be carried out in accordance with the approved details.**

Reason: To ensure that the proposed dwelling would be constructed to be an accessible and adaptable home for elder people and wheelchair users in accordance with the National Planning Policy Framework (NPPF) and Development Management DPD policy DM3.

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework. The detailed analysis is set out in a report on the application prepared by officers.

Informatives

- 1 Please note that the proposed development subject of this application is liable for a charge under the Community Infrastructure Levy Regulations 2010 (as amended). The amount of levy due will be calculated at the time the reserved matters application is submitted. Further information about CIL can be found on the Council's website at www.southend.gov.uk/cil**
- 2 A telegraph pole is located on the southeast corner of the application site. Should this telegraph pole require relocation, it is advised that this would be on the applicant's expense.**

3 With regards to condition 12 you are advised to contact the Council's Highways Team on 01702 534 328.