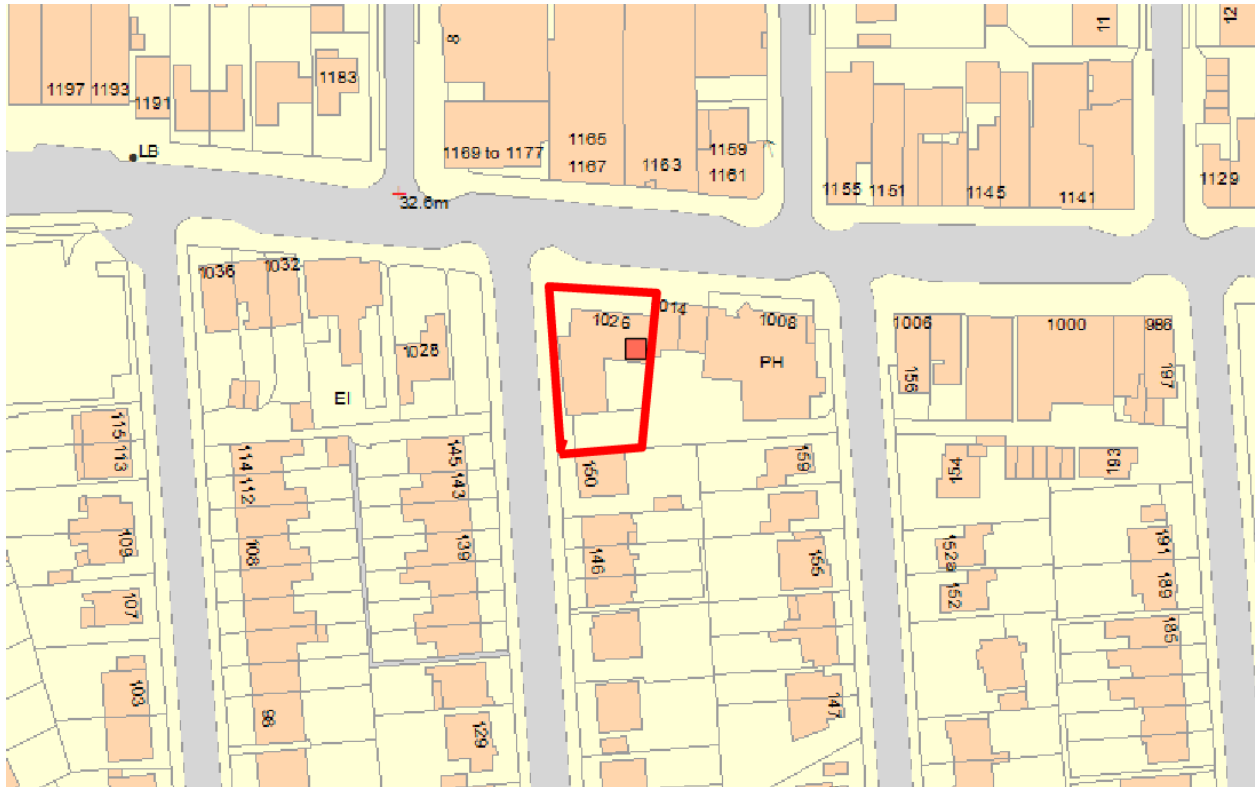


Reference:	16/01139/FUL
Ward:	Leigh
Proposal:	Demolish existing car showroom and erect three storey building comprising 8 self-contained flats with two commercial units to ground floor, layout associated landscaping, car parking, cycle store and refuse store to rear
Address:	1026 London Road, Leigh-on-Sea, Essex, SS9 3NE
Applicant:	Mr J O'Leary
Agent:	Knight Gratrix Architects
Consultation Expiry:	10.08.2016
Expiry Date:	18.08.2016
Case Officer:	Janine Rowley
Plan Nos:	040A; 041E; 042C
Recommendation:	GRANT PLANNING PERMISSION



1 The Proposal

- 1.1 The application seeks to demolish the existing car showroom and erect a three storey building comprising 8 self-contained flats with two commercial units to ground floor, layout associated landscaping, car parking, cycle store and refuse store to rear.
- 1.2 The proposed building would be 19.5m wide fronting London Road, 24.9m deep at first floor and second floor with an overall height of 10.7m along London Road (9.2m to 10.3m high for the gable roofs) and 10.2m to 10.7m high along Leigh Hall Road.
- 1.3 The proposed building would feature balconies to the north and west elevations at the respective frontages of the site. The layout includes a lawn area to the rear of the site.
- 1.4 Materials to be used in the construction of the building include aluminium windows and doors, fibreglass roof in grey colour, brick and render and timber cladding to the external elevations.
- 1.5 Vehicular access is proposed from Leigh Hall Road via an undercroft access. A new vehicle crossover will be installed to facilitate this. Eight parking spaces would be provided to serve the proposed development. Pedestrian access to the flats is via entrance doors at the Leigh Hall Road frontage and to the garden area at the South West of the site.
- 1.6 The proposed garden area would measure 100 square metres. To the southeast of the building would be a 10.8 square metre bin store and a cycle store for eight bicycles.
- 1.7 This application follows the refusal of application 13/01675/FUL, which proposed a development erecting a number of extensions rather than demolishing the building and included 10 residential units with commercial units to the ground floor.

1. *The proposed development fronting London Road by reason of its design, appearance, fenestration and materials results in an unresolved and unsympathetic design, which would be an incongruous feature within the street scene to the detriment of the character and appearance of the locality contrary to the National Planning Policy Framework, Policies KP2 and CP4 of the Core Strategy, Policies C11, H5 and H7 of the Southend on Sea Borough Local Plan and the Design and Townscape Guide.*
2. *The proposed development fronting Leigh Hall Road by reason of its design and appearance would result in a development that is out of keeping with the urban grain in the area, and be a harmful impact to the character and appearance of the streetscene contrary to the National Planning Policy Framework, Policy KP2 and CP4 of the Core Strategy, Policy C11 of the Southend on Sea Borough Local Plan and the Design and Townscape Guide.*

3. *The proposed development by virtue of scale and coverage of the site would result in poor living standards for potential future occupiers fronting Leigh Hall Road, overdevelopment and lack of amenity space for potential future occupiers contrary to the provisions of the National Planning Policy Framework, Policy KP2 and CP4 of the Core Strategy, policies C11 and C14 of the Southend on Sea Borough Local Plan and advice contained within the adopted Design and Townscape Guide (SPD1).*
4. *The proposed development by reason of lack of parking provisions will result in additional on street parking in an area of parking stress to the detriment of highway safety and the local highway network contrary to National Planning Policy Framework, policies KP2 and CP3 CP4 of the Southend-on-Sea Core Strategy, policy T8 of the Southend-on-Sea Borough Local Plan, and guidance contained within the SPD1 (Design and Townscape Guide).*

1.8 The main changes following the previous refusal include:

- Overall design change with the introduction of various gable projections to break up the overall form rather than two separate buildings with flat roofs and pitched roofs together with uniformed window and door arrangements;
- Reduced coverage of the site due to a reduction in numbers of flats and extent of building;
- Greater separation between the chalet bungalow to the south of the site;
- 100sqm of amenity space for future occupiers and balconies for all flats;
- 100% parking for the residential flats compared to no parking previously (commercial premises does not have any off street parking provision as existing);
- The height has increased from 9.2m, however this is taking into account the 3 storey 7 flats granted planning permission to the west of the site at 1028 London Road (15/01008/FUL), whereby members of Development Control Committee on the 2nd September 2015 considered a building of 9.8m was considered acceptable in this location. The proposed development is set 0.89m higher than the development at 1028 London Road;
- The materials have changed including the use of face brickwork, render to match the streetscene.

2 Site and Surroundings

- 2.1 The site is currently used as a car sales showroom to the ground floor and a workshop to the rear. Two residential flats existing to the first floor.
- 2.2 To the west of the site is a flatted development along London Road currently under construction following the approval of application 15/01008/FUL for the erection of a three storey building including 7 self-contained flats. To the south of the site is a chalet bungalow and the remainder of Leigh Hall Road is two storey properties. To the north of the site are commercial properties including retail units and 'Kwik Fit', hot food takeaway and restaurant. To the east of the site is a bar and restaurant 'Bellini's'.
- 2.3 The wider area is of mixed character, with a number of commercial, residential and other uses along this stretch of London Road, with domestic scale residential areas to the west and south.

3 Planning Considerations

- 3.1 The main considerations in the determination of this application are the principle of the development, design and impact on the streetscene, impact on residential amenity of neighbouring residents, the standard of accommodation for future occupiers, traffic and highways issues and sustainability, and whether the previous reasons for refusal have been addressed of application 13/01675/FUL.

4 Appraisal

Principle of Development

National Planning Policy Framework; DPD1 (Core Strategy) policies KP2, CP1, CP4, CP8; Development Management DPD Policies DM1, DM3, DM7, DM8, DM11 and DM15 and the Design and Townscape Guide SPD1 (2009)

- 4.1 Policy CP1 of the Core Strategy states that permission will not be granted for proposals involving the loss of business use. Part 5 of policy DM11 of the Development Management Document DPD2 states that outside of employment areas, proposals for alternative uses on sites used (or last used) for employment purposes, including sites for sui-generis uses of an employment nature, will only be permitted where it can be demonstrated that:

- (i) it will no longer be effective or viable to accommodate the continued use of the site for employment purposes; or
- (ii) Use of the site for B2 or B8 purposes gives rise to unacceptable environmental problems.

It will need to be demonstrated that an alternative use or mix of uses will give greater potential benefits to the community and environment than continued employment use.

- 4.2 The proposed development proposes two commercial units to the ground floor equating to 150sqm for a car showroom and associated office and service area. The existing car showroom and workshop class sui generis equates to 200sqm (90sqm for the workshop to the rear and 110sqm for the existing car showroom). Although there is a reduction in floorspace from 200sqm to 150sqm on balance no objection is raised as the proposal represents a more efficient use of land and will still provide employment floorspace in accordance with policy CP1 of the Core Strategy and policy DM11 of the Development Management Document, therefore no objection is raised in principle.
- 4.3 There is no objection in principle to residential development at upper floors that will provide a mix of units in accordance with policy DM7 of the Development Management Document.

Design and Impact on the Character of the Area

National Planning Policy Framework, Policy KP2 and CP4 of the Core Strategy, Development Management DPD Policies DM1 and DM3 and Design and Townscape Guide.

- 4.4 This section of London Road has a varied character, and is generally mixed use including commercial units at ground floor with some residential above. There is no consistent style of the buildings which vary in age in size. The buildings are generally two storeys, some with flat roofs. The existing building appears somewhat at odds with the commercial character of the London Road Frontage. In contrast the northern section of Leigh Hall Road has a much more consistent character. It is a residential street and consists predominately of two storey mainly Edwardian terraced housing with double height bay windows as the defining characteristic including chalet bungalow to the south of the site. The properties are located on a consistent building line set back from the pavement behind small front gardens. Most of the buildings have simple gabled roofs running side to side with small projecting gables above the bays.
- 4.5 The proposal consists of demolishing the existing two storey building and associated workshop to the rear and the erection of a three storey block of flats with commercial floorspace to the ground floor. The footprint of the proposed building covers the majority of the site and has extensive frontages to both London Road and Leigh Hall Road.
- 4.6 With regard to where buildings of an increased height are proposed, the Design and Townscape Guide states that *“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 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 building 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.*

The proposed built form would project forward of the existing building line in London Road and Leigh Hall Road, which has been accepted at 1028 London Road to the west of the site (15/01008/FUL). The building is positioned to reflect the staggered building line from east to west. It has previously been determined by the Local Planning Authority that the position of the building in relation to the building lines of the adjacent properties is acceptable and it is considered that this remains the case.

- 4.7 The proposed building would measure 10.7m high along London Road (9.2m to 10.3m high for the gable roofs) and 10.2m to 10.7m high along Leigh Hall Road. The proposal will therefore be 0.89m higher than the flatted development at 1028 London Road (15/01008/FUL) and the adjoining properties to the east. However, taking into account the varying scales along this section of London Road and the corner site location no objection is raised. With respect to the height increase along Leigh Hall Road, the existing bungalow at no. 150 Leigh Hall Road is considerably lower than the adjacent two storey properties.

Whilst there will be an increase in height, it is not uncommon for the properties that are built at the junction of London Road and subservient side roads to be taller than the properties within the side roads and taking into account the 9.3m separation distance to no. 105 Leigh Hall Road no objection is raised. Examples of this exist at the junctions of London Road and Elm Road, Blenheim Crescent and Cricketfield Grove and as such it is considered that this approach to the development of the application site is not out-of-keeping with the grain and character of development within the surrounding area. Given the variety of building heights that exist within the surrounding area, it is considered that the increased height of the proposed development relative to the properties of Leigh Hall Road would not cause the development to be harmful to the general character of the area.

- 4.8 The overall appearance of the proposed development in terms of detailed design appears contemporary with a number of gable features and modern fenestration design together with the inclusion of timber cladding providing a positive impact on the character and appearance of the streetscene.

Impact on Residential Amenity.

National Planning Policy Framework, Policy CP4 of the Core Strategy, Development Management DPD Policy DM1 and Design and Townscape Guide.

- 4.9 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.”*
- 4.10 With respect to impact on residents in Leigh Hall Road, the proposed building will be set 9.3m away from the boundary abutting no. 150. Whilst the height of the building is 6.4m at the eaves rising to 10.2m, taking into account the proposed building is to the north of no. 150 Leigh Hall Road it is not considered the proposal will be overbearing or result in loss of light. With respect to overlooking and loss of privacy there is a window proposed at first floor serving a bedroom however this is set 22m away from the side boundary of no. 150, which is sufficient to mitigate against any overlooking. With respect to the flank elevation nearest no. 150 no windows are proposed therefore no objection is raised in relation to overlooking.
- 4.11 In relation to properties to the north, they are commercial in nature and taking into account the separation distance of 18m no objections are raised. To the east of the site any windows to the rear elevation will overlook an existing car park, therefore not resulting in any harm to any nearby residential occupiers. In relation to the west, whilst it is noted a development including 7 flats is currently under construction at 1028 London Road, taking into account the existing relationship between properties along Leigh Hall Road and the separation distance it is not considered the proposal will result in overlooking and loss of privacy nor be overbearing.

- 4.12 In terms of noise and disturbance, taking into account the existing commercial use on site, which dominates the entire site the proposal use will likely reduce the noise and disturbance associated with the two uses given the commercial use fronting London Road and the flats in terms of noise generation will be no different to the scheme currently under construction at 1028 London Road (15/01008/FUL).

Standard of Accommodation:

National Planning Policy Framework, Policy KP2 and CP4 of the Core Strategy, Development Management DPD Policies DM1, DM3 and DM8 and the Design and Townscape Guide. The National Technical Housing Standards DCLG 2015.

- 4.13 Development Management Development Plan Document policy DM8 sets out minimum standards for residential accommodation. Minimum dwelling and room sizes are set out as per the below table:

Policy Table 4: Indicative Residential Space Standards

- (a) 1 bedroom (2 bed spaces) 50 square metres
- (b) 2 bedroom (3 bed spaces) 61 square metres
- (c) 2 bedroom (4 bed spaces) 70 square metres
- (d) 3 bedrooms (5 bed spaces) 86 square metres

The following is also prescribed:

The national standard requires that:

- a. the dwelling provides at least the gross internal floor area and built-in storage area set out in by the nationally describe space standards, Table above
- b. a dwelling with two or more bedspaces has at least one double (or twin) bedroom
- c. 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
- d. in order to provide two bedspaces, a double (or twin bedroom) has a floor area of at least 11.5m²
- e. one double (or twin bedroom) is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide
- f. any area with a headroom of less than 1.5m is not counted within the Gross internal Area unless used solely for storage (if the area under the stairs is to be used for storage, assume a general floor area of 1m² within the Gross Internal Area)
- g. any other area that is used solely for storage and has a headroom of 900-1500mm (such as under eaves) is counted at 50% of its floor area, and any area lower than 900mm is not counted at all
- h. a built-in wardrobe counts towards the Gross Internal Area and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. The built-in area in excess of 0.72m² in a double bedroom and 0.36m² in a single bedroom counts towards the built-in storage requirement
- i. the minimum floor to ceiling height is 2.3m for at least 75% of the Gross Internal Area.

4.14 The proposed flats would be built to the following dimensions:

Flat	Policy Requirement for Unit Size (Square Metres)	Total Floorspace (Square metres)	Policy Requirement for Bedroom Size (Square Metres)	Bedroom Sizes (Square metres)
1	61 (2 bedroom 3 persons)	72sqm	11.5 and 7.5	12 and 8
2	61 (2 bedroom 3 persons)	75sqm	11.5 and 7.5	13.8 and 8.9
3	50 (1 bedroom 2 persons)	55sqm	11.5	13.8
4	61 (2 bedroom 3 persons)	70sqm	11.5 and 7.5	13.8 and 9.8
5	50 (1 bedroom 2 persons)	59sqm	11.5	12.8
6	50 (1 bedroom 2 persons)	57sqm	11.5	12
7	50 (1 bedroom 2 persons)	65sqm	11.5	19.8
8	50 (1 bedroom 2 persons)	58	11.5	17.4

4.15 On the basis of the proposed plans showing the number of bed spaces, the units would be of an acceptable size. The bedrooms sizes would also comply with the abovementioned standards. With regard to amenity space, a garden area is proposed to provide amenity space for the flats that would have an area of 100sqm and all flats to the first floor would benefit from balconies fronting London Road and Leigh Hall Road particularly given they have predominantly 2 bedrooms at first floor. Bedrooms and main living areas are served by windows to provide adequate natural light and outlook and refuse and cycle storage facilities are provided.

4.16 Part M4(2) of the Building Regulations adopted by the National Technical Housing Standards 1st October 2015 requires the need to provide accessible and adaptable dwellings. The applicant has submitted drawings 042c, 041e, 040a demonstrating the proposed development will be policy compliant and enabling any potential future occupiers to have living accommodation that is accessible and adaptable for all. It is considered the proposed flatted development would be accessible and adaptable dwellings for older people or wheelchair users. A suitable condition will be imposed to ensure the development is carried out in accordance with Part M4(2) of the Building Regulations.

Highways and Transport Issues:

National Planning Policy Framework, Policy KP2, CP4 and CP8 of the Core Strategy, Development Management DPD Policies DM1, DM3 and DM15 and the Design and Townscape Guide.

4.17 Vehicular access to the proposed site will use existing crossovers for the car showroom from London Road and Leigh Hall Road respectively. The existing site has no off street parking for customers and employees of the car showroom and workshop together with the two existing flats located at first floor.

The building as existing would require two spaces for the flats and one space per full time staff together with 1 parking space per 35sqm of the existing commercial floorspace for visitors therefore 6 spaces. Therefore, the existing site has approximately a shortfall of 8 parking spaces excluding members of staff currently.

- 4.18 The proposed development will utilise an existing vehicle crossover from Leigh Hall Road to a car park to the rear of the site for the flats whereby the applicant is providing 8 parking spaces, complying with current policy DM15 of DPD2. No off street parking is proposed for the commercial premises, however taking into account the reduction in floorspace and the location of the site along London Road with access to a number of bus services and recent appeal decisions (with particular reference 831-837 London Road (W/15/3030441) and 845 London Road (W/14/3001906)), whereby the inspector considered taking into account the sustainable location along London Road, parking for commercial premises is not required, it is acceptable.
- 4.19 Cycle parking and waste stores are proposed at the South east corner of the application site. This would be accessible to future occupants and would be within close proximity to the highway. It is therefore considered that the proposed storage facilities at the site are appropriate in terms of accessibility. However, it is considered that details of the cycle store and refuse store should be secured by condition.

Sustainability

Core Strategy Policies KP2, CP4 and CP8, Development Management DPD Policy DM2 and SPD1

- 4.20 Policy KP2 of the DPD1 and the SPD1 require that 10% of the energy needs of a new development should come from on-site renewable resources, and also promotes the minimisation of consumption of resources. No details have been submitted to demonstrate this would provide 10% of the energy needs, it is considered this could be required by condition were permission granted.
- 4.21 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.

Community Infrastructure Levy

- 4.22 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. The proposed development will result in a net increase in gross internal area of 379 square metres (taking into account a deduction of 336 square metres for existing 'in-use' floorspace that is being demolished). The CIL chargeable rate for residential units in this location is £60 per square metre for the residential use and £10 for the commercial floorspace. Therefore, this equates to approximately £1888.83.

5 Planning Policy Summary

- 5.1 National Planning Policy Framework
- 5.2 DPD1 Core Strategy Policies CP1 (Employment Provision), CP4 (Environment & Urban Renaissance) and KP2 (Development Principles), CP8 (Dwelling Provision)
- 5.3 Development Management DPD Policies DM1, DM2, DM3, DM7, DM8, DM11 and DM15
- 5.4 Community Infrastructure Levy Charging Schedule
- 5.5 Design & Townscape Guide 2009 (SPD1).

6 Representation Summary

Design & Regeneration

- 6.1 No objections.

Traffic & Highways Network

- 6.2 There are no highway objections to this proposal 8 car parking spaces have been provided which is considered acceptable given the sustainable location of the site which has good public links in close proximity, cycle parking has also been provided which offer an alternative travel choice. The proposed car parking entrance is via an existing vehicle crossover, any redundant crossovers should be reinstated to the footway.

No objection is raised to no parking for the commercial premises as existing taking into account the location of the site along London Road with access to public transport.

Leigh-on-Sea Town Council

- 6.3 Objection Out of keeping with the street scene, as no other building in the block are 3 storeys high. It is of an unsympathetic design **[Officer Comment: A three storey flatted development has been accepted and currently under construction at 1028 London Road 15/01008/FUL].**

Anglian Water

- 6.4 Section 1 – Assets Affected 1.1 Our records show that there are no assets owned by Anglian Water or those subject to an adoption agreement within the development site boundary.

Section 2 – Wastewater Treatment 2.1 The foul drainage from this development is in the catchment of Southend Water Recycling Centre that will have available capacity for these flows.

Section 3 – Foul Sewerage Network 3.1 The sewerage system at present has available capacity for these flows. If the developer wishes to connect to our sewerage network they should serve notice under Section 106 of the Water Industry Act 1991. We will then advise them of the most suitable point of connection.

Section 4 – Surface Water Disposal 4.1 From the details submitted to support the planning application the proposed method of surface water management does not relate to Anglian Water operated assets. As such, we are unable to provide comments on the suitability of the surface water management. The Local Planning Authority should seek the advice of the Lead Local Flood Authority or the Internal Drainage Board. The Environment Agency should be consulted if the drainage system directly or indirectly involves the discharge of water into a watercourse. Should the proposed method of surface water management change to include interaction with Anglian Water operated assets, we would wish to be re-consulted to ensure that an effective surface water drainage strategy is prepared and implemented.

Section 5 – Trade Effluent 5.1 Not applicable

Public Consultation

- 6.5 Site notice displayed and neighbours notified

Two letters of objection have been received which object on the following grounds:

- The scale of the proposed building is far too big for a residential street, which consists of bungalows and two storey houses;
- There is already a large block of flats being built on the opposite corner at 1028 London Road and to have two large developments side by side at this end of the road is overdeveloping the area.
- Most of the frontage will be in Leigh Hall Road and it would not be in keeping with the rest of the street;
- Parking is insufficient;
- There are too many blocks of flats being erected in the Elms area, which is drastically increasing the number of people living here;
- The development is not inkeeping with the surrounding area;
- Overdevelopment of the site;
- There are no other three store buildings **[Officer Comment: Planning permission has been granted at 1028 London Road (15/01008/FUL) for a three storey building]**.

6.6 This application has been called in to the Development Control Committee by Councillor Arscott.

7 Relevant Planning History

7.1 Demolish existing workshop and erect 3 storey extension to front side and rear, erect balconies and alterations to commercial shop frontage and form six residential units, erect two storey building with rooms in the roof to the rear to form three flats and one duplex flat (Amended Proposal)- Refused (13/01675/FUL).

7.2 Demolish existing workshop and erect 3 storey extension to front side and rear, erect balconies and alterations to commercial shop frontage and form six residential units, erect two storey building with rooms in the roof to the rear to form three flats and one duplex flat- Refused (13/00291/FUL)

8 Recommendation

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: 040A; 041E; 042C.

Reason: 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 balconies, fenestration, undercroft area, and on any screen/boundary walls and fences, and on any external access way, driveway, forecourt or parking area and steps 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: 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 8 car parking and 8 cycle parking spaces have been provided on hardstandings within the curtilage of the site, 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, including those of all roof terraces and the public realm proposals, have been submitted to and approved in writing by the local planning authority and 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. These details shall include, for example:-**

- i proposed finished levels or contours;**
- ii. means of enclosure, including any gates to the car parks;**
- 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.)**

This shall include details of details of the number, size and location of the trees, shrubs and plants to be planted together with a planting specification, details of the management of the site, e.g. the uncompacting of the site prior to planting, the staking of trees and removal of the stakes once the trees are established, details of measures to enhance biodiversity within the site and tree protection measures to be employed during demolition and construction.

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

- 06 A Landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, shall be submitted to and approved by the local planning authority prior to the occupation of the development. The landscape management plan shall be implemented out as approved.**

Reason: In the interests of visual amenity and the amenities of occupiers and to ensure a satisfactory standard of landscaping pursuant to Policy DM1 of the Council's Development Management DPD and Policy CP4 of the Core Strategy DPD1

- 07 A scheme detailing how at least 10% of the total energy needs of the dwellinghouses 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).

- 08 Prior to the commencement of the development hereby approved, details of the siting and appearance of the cycle and refuse store shall be submitted to and agreed in writing by the Local Planning Authority. The proposed development shall then be carried out in accordance with the approved details and the refuse and cycle store shall be provided prior to the occupation of any flats at the site and the commercial premises.**

Reason: In order to protect the character and visual amenities of the area and the environment for residents in accordance with policy DM1 of the Council's Development Management DPD and Policies KP2 and CP4 of the Core Strategy DPD1.

- 09 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.**

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 The development hereby approved shall be carried out in accordance with drawing 042c, 041e, 040a to ensure the flats complies with building regulation M4 (2)-'accessible and adaptable dwellings'.**

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).

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

Informative

Please note that the proposed development 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 CIL Liability Notice for the applicant's attention and any other person who has an interest in the land. This contains details of the chargeable amount and how to claim exemption or relief if appropriate. There are further details on this process on the Council's website at www.southend.gov.uk/cil .