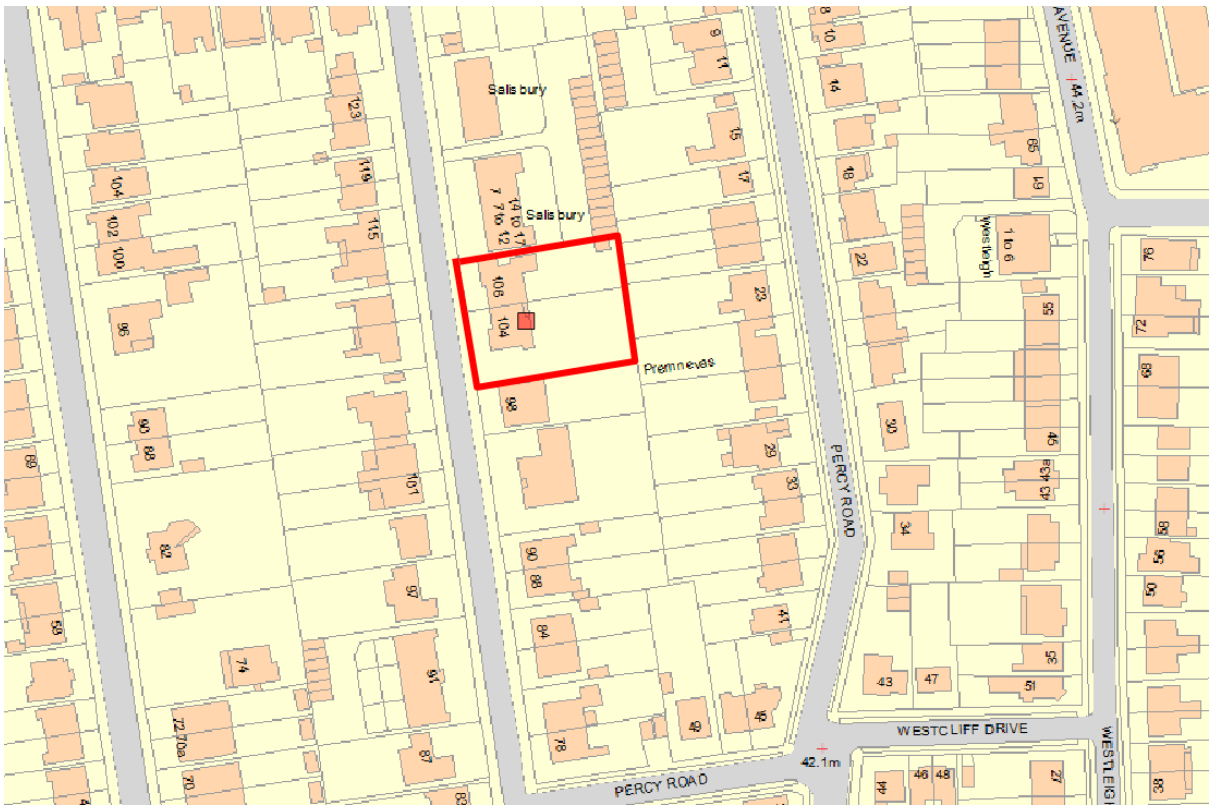
Reference:	16/01693/FUL	
Ward:	West Leigh	
Proposal:	Demolish existing dwellinghouses at 104 - 106 Salisbury Road, erect three dwellinghouses with garages to rear and alter existing vehicular crossovers onto Salisbury Road (Amended Proposal)	
Address:	104 Salisbury Road, Leigh-On-Sea, Essex SS9 2JN	
Applicant:	Mr D. MacDonald	
Agent:	Mr G. Coxall (Third Dimension Arch. Design Ltd)	
Consultation Expiry:	02.12.2016	
Expiry Date:	11.11.2016	
Case Officer:	Janine Rowley	
Plan No's:	100, 101e, 102d, 103d, 104, 105b	
Recommendation:	**GRANT PLANNING PERMISSION**	



This application has been deferred for a site visit from the 14th December 2016 Development Control Committee.

1 The Proposal

1.1 Planning permission is sought to demolish the existing pair of semi-detached bungalows at 104-106 Salisbury Road and erect three detached dwellings with garages to the rear in their place. It is also proposed to alter the existing vehicular crossovers onto Salisbury Road.

1.2 The proposed dwellings would be two storey but with accommodation in the roof. The measurements are as follows:

- Plot 1- 7.4m wide x 12.6m deep x 8.6m high;
- Plot 2-7.5m wide x 12.6m deep x 8.6m high;
- Plot 3-7.4m wide x 12.6m deep x 8.6m high

1.3 The internal floorspace for each dwelling equates to 198.1sqm to plots 1 & 3 and 203.3sqm to plot 2.

Each dwelling would include:

- Ground floor – study, living room, utility, WC, kitchen and dining/family room
- First floor – 4 bedrooms, bathroom and en-suite
- Roofspace – Playroom

1.4 Each of the dwellings would have a rear garden varying in size from 173 sqm – 180 sqm which would be defined by timber fencing to the side and rear boundaries. Each of the dwellings would have a hardstanding area to the front which would provide one off-street parking space for each dwelling together with a separate garage to the rear of the site.

1.5 Materials to be used on the external elevations include facing brickwork and render to the walls, UPVC windows and doors, permeable paving, clay roof tiles. Areas of soft landscaping are proposed to the front. There is an existing street tree within the pavement to the front which is not proposed to be removed.

1.6 It should be noted this application has been submitted following the refusal of application 16/00832/FUL, which was to demolish the existing dwellinghouses at 104 - 106 Salisbury Road and erect three detached dwellinghouses with garages to rear and alter existing vehicular crossovers onto Salisbury Road. The application was refused 13th July 2016 by Development Control Committee for the following reason:

1. *"The proposed dwellings, by reason of their elevational design would be out of context and visually harmful to the detriment of the surrounding area. This is contrary to the National Planning Policy Framework policies*

KP2 and CP4 of the Core Strategy DPD1, policies DM1 and DM3 of the Development Management Document DPD2 and policies and the Design and Townscape Guide".

1.7 The previous reason for refusal related to the elevation design. The principle of redevelopment, highway grounds and impact on residents were considered acceptable.

1.8 The main changes from the previous refused application include the addition of a double heighted bay window, inclusion of stone cills, the introduction of glazing bars to the windows and a front door of more traditional appearance.

1.9 It should be noted the plans were amended during the course of the application with double height bay windows and alignment of the fenestration has taken place following discussions between the Council and Architect. Neighbours have been renotified of this change for a period of 10 days in addition, to the original 21 day notification.

2 Site and Surroundings

2.1 The site is located on the eastern side of Salisbury Road and contains a pair of semi-detached bungalows, both of which benefit from off-street parking to the frontage and modest sized gardens. No. 104 is a wider site than No. 106 and there is a greater level of separation to the southern boundary, whereas the garage to No. 106 adjoins the northern boundary.

2.2 The surrounding area is residential in character with a variety of two storey houses, mostly as semi-detached pairs, bungalows and some modestly scaled flatted developments. The buildings are generally traditional in their form and tall bay windows are a common feature especially on the houses. There are a mix of roof styles and materials.

3 Planning Considerations

3.1 The main issues for consideration are the principle of the development, design and impact on the streetscene, impact on neighbours, and living conditions for future occupiers, parking implications, use of on-site renewables and whether the proposal has overcome the previous reason for refusal in relation to design of application 16/00832/FUL.

4 Appraisal

Principle of Development:

National Planning Policy Framework, Core Strategy Policies KP2, CP1, CP4 and CP8 and Development Management DPD2 policy DM1, DM3.

4.1 The proposal is considered in the context of the Council planning policies relating to design. Also of relevance are the National Planning Policy Framework Sections 56 and 64, Core Strategy DPD Policies KP2, CP4 and CP8. Amongst the core planning principles of the NPPF include to:

"encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value"

4.2 Paragraph 56 of the NPPF states; *"the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people."*

4.3 Paragraph 64 of the NPPF states; *"that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions."*

4.4 Policy DM3 states *"The conversion or redevelopment of single storey dwellings (bungalows) will generally be resisted. Exceptions will be considered where the proposal:*

(i) Does not create an unacceptable juxtaposition within the streetscene that would harm the character and appearance of the area; and

(ii) Will not result in a net loss of housing accommodation suitable for the needs of Southend's older residents having regard to the Lifetime Homes Standards."

4.5 It has been demonstrated the proposed detached two storey dwellings which replace the existing bungalows would meet with Part M4(2) (former Lifetime Homes Standards) and would not create an unacceptable juxtaposition in the streetscene. Therefore the application is considered to comply with policy DM3 of the Development Management Document DPD2.

4.6 Regarding infill development, the Development Management Document policy DM3 states that infill development will be considered on a site by site basis assessing impact upon living conditions, amenity of existing occupiers, conflict with character and grain of the local area. Furthermore, the Design and Townscape Guide advises that the size of a site together with an analysis of local character and grain will determine whether sites are suitable for infill development.

4.7 Having regard to the above, the proposal for redevelopment of the site is considered acceptable in principle and was not previously objected to under application 16/00832/FUL and detailed matters of design discussed in further detail below.

Design and Impact on the Character of the Area

National Planning Policy Framework, Core Strategy Policies KP2 and CP4, Development Management DPD2 policy DM1 and DM3, and the Design and Townscape Guide (SPD1)

4.8 In relation to infill development, policy DM3 of the Development Management Document DPD2 and the Design and Townscape Guide states that where

considered acceptable in principle, the key to successful integration of infill sites into the existing character is to draw strong references from the surrounding buildings such as maintaining the scale, materials, frontage lines and rooflines of the neighbouring properties which reinforce the rhythm and enclosure of the street. It is noted that the dwellings in Salisbury Road are mixed in design and generally two storeys. As such there is no objection in principle to dwellings two storey in height, which has already been previously accepted under application 16/00832/FUL.

4.9 The previously refused application for one detached and a pair of semi-detached dwellings (reference: 16/00832/FUL) was not objected to on the grounds of scale and overall form. The depth and heights remain the same as per the previously refused application 16/00832/FUL. There is no objection to the overall scale and height of the dwellings.

4.10 The previous application was refused on the grounds of the elevational design appearing out of context and visually harmful to the surrounding area (reference: 16/00832/FUL). The applicant has sought to address these concerns with the inclusion of a two storey bay window which is characteristic of the streetscene, together with the inclusion of glazing bars to the windows, a new design from the front door that adds interest to the overall design and better integration with the area.

4.11 The layout of the development remains unaltered and is considered acceptable. Each dwelling would have two off-street parking spaces and rear garden area retaining a separation distance of 1m from each of the side boundaries from the proposed dwellinghouses. The massing and building line of the proposed dwellings would generally be in keeping with the neighbouring and other properties in the street.

4.12 It is considered the proposed design is a satisfactory improvement over the previous application. Therefore this proposal is considered acceptable in design terms.

4.13 Areas of soft landscaping are proposed to the frontage which is considered sufficient to soften the appearance of the hardstandings to either side. Policy DM1 of the Development Management Document advocates the need for any new development to include soft landscaping to integrate with the surrounding townscape. The rear gardens would be lawned and block paved. The proposal is considered to provide a sufficient level of soft landscaping, although further specific details can be controlled by condition if the proposal is deemed acceptable.

4.14 It is considered the proposal would be in keeping with neighbouring dwellings and the streetscene in general. The proposed development would not be detriment to the character of the area or contrary to the NPPF, Policies KP2 and CP4 of the Core Strategy DPD1; Policy DM1 and DM3 of the Development Management Document DPD2 and advice contained within the adopted Design and Townscape Guide (SPD1). The proposal has therefore overcome the reason for refusal in relation to application 16/00832/FUL.

Standard of Accommodation for Future Occupiers

National Planning Policy Framework, Development Management DPD2 policy DM8, The National Technical Housing Standards DCLG 2015 and the Design and Townscape Guide (SPD1)

4.15 All of the dwellings would be in excess of the required National Technical Housing Standards. Furthermore, all houses will have sufficient outlook and daylight for future occupiers in all habitable rooms.

4.16 Policy DM8 (iii) states that all new dwellings should meet the Lifetime Home Standards, unless it can be clearly demonstrated that it is not viable and feasible to do so. Lifetime Home Standards has now been superseded by the National Technical Housing Standards and all new dwellings are required to meet building regulation M4 (2)- 'accessible and adaptable dwellings'. Sufficient information has been submitted to demonstrate that the proposal meets the criteria for the Building Regulation M4 (2). The development proves it would be accessible and adaptable for older people or wheelchair users, in accordance with the NPPF, Policy DM8 of the Development Management DPD and National Housing Standards 2015.

4.17 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.

4.18 Paragraph 143 of the Design and Townscape Guide, 2009 (SPD1) states:

"There is no fixed quantitative requirement for the amount of amenity space as each site is assessed on a site by site basis according to local character and constraints. However, all residential schemes will normally be required to provide useable amenity space for the enjoyment of occupiers in some form…"

4.19 The detail of the amenity space proposed is detailed in paragraph 1.4 above and is considered sufficient and usable amenity space for all three dwellings and therefore no objection is raised on this element.

Impact on Neighbouring Occupiers

National Planning Policy Framework, Core Strategy Policy CP4, Development Management DPD2 policy DM1, DM3, and the Design and Townscape Guide (SPD1)

4.20 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.

4.21 The neighbouring property to the north is Salisbury Court which is a three storey block of maisonettes. It is noted that this property has windows within the front, side and rear elevations. The overall depth of the properties remains

as per the previously refused application 16/00832/FUL, which was not objected to on amenity grounds. The windows to the side and rear elevations at ground floor level of the new dwellings would not be obscured glazed however, a condition could be imposed to ensure the first floor bathroom and stairs window would be obscure glazed.

4.22 The relationship of the proposed dwellings in terms of their siting with Salisbury Court remains the same as per the previous application 16/00832/FUL whereby the ridge of the proposed dwellings would align slightly above the eaves of Salisbury Court. The gable projections have a height of 6.8 metres high and overall depth of 12.6m metres remains unaltered from the previously refused application 16/00832/FUL. Although this proposal now includes a double heighted bay window to the front elevation of each property given the siting and separation distance from nearby residential occupiers it is not considered this amended proposal will result in a greater material harm to the amenities of nearby residential occupiers, given the heights and depths of the dwellings have already previously accepted under application 16/00832/FUL and separation distances.

4.23 It should be noted the main source of light to windows within the Salisbury Court are to the east and west elevations (front and rear). Whilst there will be some reduction in light, to the side/south facing windows, taking into account that the windows are secondary and the main source of light to the primary windows to the kitchen and living room area (east and west respectively) will not be affected and therefore no objection is raised as per the previously refused application 16/00832/FUL. The proposal will not affect the main source of light to the existing bedrooms. With respect to the lower flat Salisbury Road, consideration has to be given to works that could be carried out at the existing dwellinghouse without the need for planning permission whereby the roof could be altered from a hipped to gable, in light of this no objection is raised to the impact on residents to the lower floor.

4.24 With regard to the impact on No. 98 to the south, this dwelling has a window within the side elevation at first floor level which is obscure glazed and serves a staircase and is therefore considered a secondary window. To the rear elevation is a kitchen window at ground floor level and a bedroom window at first floor level (which is the sole source of light to this room). On the rear most elevation is a window serving a family room/dining area (which is an open plan room together with the kitchen) together with a window serving a bedroom at first floor level. No objections are raised as per the previous application 16/00832/FUL in terms of impact on the residential amenities of no. 98 Salisbury Road.

4.25 The proposed development would not result in a loss of light or sense of enclosure to the detriment of the residential amenity of these surrounding properties.

4.26 Given a condition will be imposed to obscure glaze the proposed landing and bathroom windows to the side elevations it is considered no overlooking will arise.

4.27 In light of the above, no objection is raised to this amended proposal in terms of impact on the residential amenities of nearby residential occupiers as per the previous refused application 16/00832/FUL.

Traffic and Transportation

National Planning Policy Framework Section 4, Core Strategy Policies KP2 and CP4, Development Management Document DPD2 policy DM15, and the Design and Townscape Guide (SPD1)

4.28 Policy DM15 requires at least two parking spaces per dwelling outside of the town centre. The application site is located in close proximity to London Road, where there are a number of bus services available. This amended proposal provides garages that meet current standards of 3m wide x 7m depth together with one off street parking space to the front. Thus the proposal complies with policy. No objections are raised in relation to the siting of the vehicle crossovers in highway safety terms. The level and detail of parking provision was considered acceptable in previous applications.

4.29 Cycle and waste storage could be successfully accommodated within the rear garden and can be conditioned if this application is deemed acceptable.

Use of On Site Renewable Energy Resources
Core Strategy Policies KP2 and Design and Townscape Guide SPD1

4.30 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 accompany this application; however this can be dealt with by condition if the application is deemed acceptable.

4.31 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) (1110 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, officers are satisfied this can be dealt with by condition.

Other Matters

4.32 It is noted that given the limited size of the plot and buildings, any alterations/extension of the dwellings allowed by the General Permitted Development Order or any order revoking and re-enacting that Order with or without modification, may result in unacceptable living conditions of the future occupies (i.e. should the rear amenity space would be significantly reduced by a rear extension) or impact on the neighbouring properties (i.e. increased overlooking from dormer windows). For this reason it is considered reasonable that certain permitted development rights for the proposed dwellinghouses be removed from this proposal.

Community Infrastructure Levy (CIL)
Charging Schedule.

4.33 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 existing floorspace of the site calculates to approximately 330 sqm. The proposed development will result in 663sqm of residential floorspace (£60 per sqm zone 3). The proposed development will therefore, result in a CIL liability of approximately £21132.69.

Conclusion

4.34 There is no objection in principle to houses in this location. The elevational design is considered to be an improvement over the previous application and is now compatible with the character and appearance of the area. The proposal is well-designed and subject to the use of high quality materials and detailing, it is considered that this proposal should be compatible with the character of the surrounding area and the wider streetscene. The proposal in terms of its layout and amenity space will provide an acceptable living standard for future occupiers and adequate parking is provided. The amenities of adjacent occupiers are adequately protected. The proposal is considered to comply with Development Plan Policy that has overcome the previous reason for refusal of application 16/00832/FUL.

5 Planning Policy Summary

5.1 National Planning Policy Framework, 2012.

5.2 Development Plan Document 1: Core Strategy Policies KP2 (Development Principles), CP3 (Transport and Accessibility), CP4 (The Environment and Urban Renaissance) and CP8 (Dwelling Provision).

5.3 Development Management Document 2: Development Management Document policies DM1 (Design Quality), DM2 (Low carbon development and efficient use of resources) DM3 (Efficient and Effective use of land), DM7 (Dwelling Mix, size and type), DM8 (Residential Standards), DM15 (Sustainable Transport Management)

5.4 Supplementary Planning Document 1: Design and Townscape Guide 2009.

5.5 CIL Charging Schedule

6 Representation Summary

Design and Regeneration

6.1 The amended proposal is a traditional but well resolved development of 3 two storey detached houses. It is an appropriate scale in this context and should

not look out of place in this mixed streetscene. There are no design objections to this proposal subject to agreement of materials, landscaping and boundaries.

Transport and Highways

6.2 Parking has been provided in accordance with DM15 Policy therefore no highway objections are raised.

Leigh Town Council

6.3 Objection

The proposed development would cause a loss of light to neighbouring properties. The plans are of a poor design, and not in keeping with the street scene. There is also no sufficient off street parking, and a loss of on street parking.

There would be a loss of 2 more bungalows, of which there is a limited, and fast dwindling, supply in the Borough.

[Officer Comment: It should be noted the previously refused application 16/00832/FUL was not objected to on the loss of bungalows, impact on adjacent residential properties neither on parking grounds by Development Control Committee on the 6th July 2016].

Representation Summary

6.4 A site notice displayed on the 12th October and 16 neighbours notified of the proposal. 9 objection letters have been received stating:

- An increase in on-street parking in an area already congested and especially at 'school run' times. This raises serious issues for road and pedestrian safety. The amount of off-street parking proposed by the new development would not be sufficient for the potential number of people living in the new houses, and I note that there would be 'attic space' which could lead to further bedroom(s) being added **[Officer Comment: The proposed parking provision is in accordance with policy DM15 of the Development Management Document DPD2. The Councils Highway Officer has raised no objection].**
- There have been three previous applications which have been refused and I see little in the new plans to address the issues already raised.
- The creation of the new properties would severely restrict the natural light and affect the privacy of several residents of the flats in Salisbury Court.
- It is my understanding that there are 7 uninhabited dwellings in Salisbury Road; the creation of further properties seems to be unnecessary.
- Plans yet again are only sketches without specific measurements **[Officer Comment: The drawings are drawn to scale and**

measurements do not have to be provided];

- The gable end roof would result in the loss of 60% of light and sense of enclosure **[Officer Comment: The height and depth of the proposal remains as per the previous applications 16/00832/FUL and 16/00025/FUL, which was only objected and was only refused in relation to design];**
- Loss of light to no. 16 and 17 Salisbury Court;
- Overlooking and loss of privacy;
- The properties are 4 bedrooms but will in fact be 5 bedroom houses requiring further parking **[Officer Comment: The proposed parking provision is in accordance with policy DM15 of the Development Management Document DPD2. The Councils Highway Officer has raised no further objections];**
- The proposed development is not for affordable social housing and is purely a commercial venture and will affect the wellbeing of residents in the immediate vicinity **[Officer Comment: Only developments with over 10 houses or 0.3 hectares require a provision of affordable housing in accordance with policy CP8 of the Core Strategy].**
- Only have one off street parking space **[Officer Comment: The proposed development has one of street parking space to the front and a garage to the rear];**
- The information contained within the Design and Access Statement refers to previous reports.
- None of the drawings submitted with the application show where the proposed off street parking spaces will be located;
- The development would reduce the amount of light to three windows and a glass panelled door on the south facing wall of a ground floor flat in Salisbury Court. **[Officer Comment: Windows to the flank elevation are considered secondary whereas the primary windows are located to the east and west elevations respectively. Furthermore, loss of light was not a reason for refusal under application 16/00832/FUL albeit the roof design of this amended proposal has changed];**
- The new application does not address the previously refused issues relating to detailed design **[Officer Comment: Refer to paragraph 1.8 above in relation to the main changes to this application following the previously refused application 16/00832/FUL];**
- The Development Control Committee should refer to the appeal decision APP/D1590/W/15/3030409 whereby the Inspector highlighted the area suffered from parking stress **[Officer Comment: It should be noted the appeal quoted related to a previous planning application 15/00292/FUL that only provided one parking space per dwellinghouse and that proposal was for four properties. Whereas this amended proposal includes the two parking spaces per dwelling (3 properties in total), one to the front and one to the rear in a garage. In addition, the proposed layout will provide three on street parking spaces given the siting of the vehicle crossovers. The Councils Highways Officer has raised no objections given the proposal complies with policy DM15 of**

Development Management Document 2 and 3 separate site visits have been undertaken to ascertain the level of available on street parking capacity within the recent development area during summer];

- Constant demand for bungalows and to replace them would take away the requirements of residents including the retired and disabled **[Officer Comment: The loss of the bungalows has not been previously objected to and the proposal will comply with part M4(2) of the building regulations, which will ensure the dwellinghouses internal layout are designed in such a manner they will be accessible and adaptable for all];**
- Objection to the amended plans being received given that the amendments create a new application **[Officer Comment: Amended plans have been received during the planning application process to include a double heighted bay and align windows between ground and first floor, which are considered minor changes. Neighbours have been renotified for a period of 10 days in accordance with the Councils standard practice]**

6.5 Councillor Evans has requested this application be dealt with by Development Control Committee.

7 Relevant Planning History

7.1 16/00832/FUL-July 2016 Demolish existing dwellinghouses at 104 - 106 Salisbury Road, erect three detached dwellinghouses with garages to rear and alter existing vehicular crossovers onto Salisbury Road (Amended proposal). Refused.

7.2 16/00025/FUL – January 2016 – Demolish existing dwellinghouses at 104-106 Salisbury Road, erect three dwellinghouses and form additional vehicular access onto Salisbury Road (Amended Proposal) – Application Refused. Dismissed at appeal.

7.3 15/00292/FUL – February 2015 – Demolish existing dwellinghouses at 104-106 Salisbury Road, erect four semi-detached dwellinghouses and form additional vehicular crossover onto Salisbury Road (Amended Proposal) – Application Refused.

7.4 14/01502/FUL – September 2014 – Demolish existing dwellinghouses at 104-106 Salisbury Road, erect four semi-detached dwellinghouses and form additional vehicular crossover onto Salisbury Road – Application Refused.

8 Recommendation

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

01 The development hereby permitted shall begin not later than three years from the date of this decision.

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

02 The development hereby permitted shall be carried out in accordance with the following approved plans: 100, 101e, 102d, 103d, 105b.

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

03 Prior to the commencement of the development hereby approved, details of the external materials to be used in the construction of the dwelling shall be submitted to and approved in writing by the Local Planning Authority. Only the approved details shall subsequently be used in the construction of the dwelling hereby approved unless otherwise agreed in writing by the Local Planning Authority.

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 area. This is as set out in the National Planning Policy Framework (NPPF), DPD1 (Core Strategy) 2007 policy KP2 and CP4, DPD2 (Development Management) policy DM1, and SPD1 (Design and Townscape Guide).

04 No dwelling shall be first occupied until parking spaces and garages to serve that dwelling have been laid out, together with properly constructed vehicular access to the adjoining highway, in accordance with the approved plans, such provision shall be permanently reserved for the parking of vehicles of occupiers and callers to the property and not used for any other purpose whether or not permitted by the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order).

Reason: To ensure that satisfactory off-street car parking and turning provision is provided for occupants of the new dwelling(s) and in the interests of residential amenity and highway efficiency and safety, in accordance with the National Planning Policy Framework (NPPF), DPD1 (Core Strategy) 2007 policy KP2, policy DM15 of the Development Management Document and SPD1 (Design and Townscape Guide).

05 The first floor level windows to the north and south elevations of each dwelling hereby approved shall be fitted with obscured glazing (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, except for any top hung fan light which shall be a minimum of 1.7 metres above internal floor level unless otherwise agreed in writing by the local planning authority. 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 obscured glazing shall be retained at all times unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the privacy and environment of people in neighbouring residential properties, in accordance with the NPPF, DPD1 (Core Strategy) 2007 policy CP4, DPD2 (Development Management) Policy DM1 and SPD1 (Design and Townscape Guide).

06 Prior to occupation of the dwellinghouses hereby approved details of the refuse storage and cycle storage, shall be submitted to and agreed in writing by the local planning authority, shall be installed in accordance with the approved details and be permanently retained thereafter.

Reason: To protect the environment and to ensure adequate waste and cycle storage in the interests of highway safety, visual and residential amenity and general environmental quality in accordance with the National Planning Policy Framework, DPD1 (Core Strategy) 2007 policy KP2 and CP4, and DPD2 (Development Management Document) policies DM8 and DM15.

07 No development shall take place until full details of both hard and soft landscape works, including the trees to be retained on the western boundary 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

08 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.

09 Prior to the commencement of development a renewable energy assessment shall be submitted to and agreed in writing with the Council to demonstrate how at least 10% of the energy needs of the development will come from onsite renewable options (and/or decentralised renewable or low carbon energy sources. The scheme as approved shall be implemented and brought into use on first occupation of the development unless otherwise agreed in writing with the Local Planning Authority.

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

10 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).

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 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 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).

12 **The development hereby approved shall be carried out in a manner to ensure the houses comply 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 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.