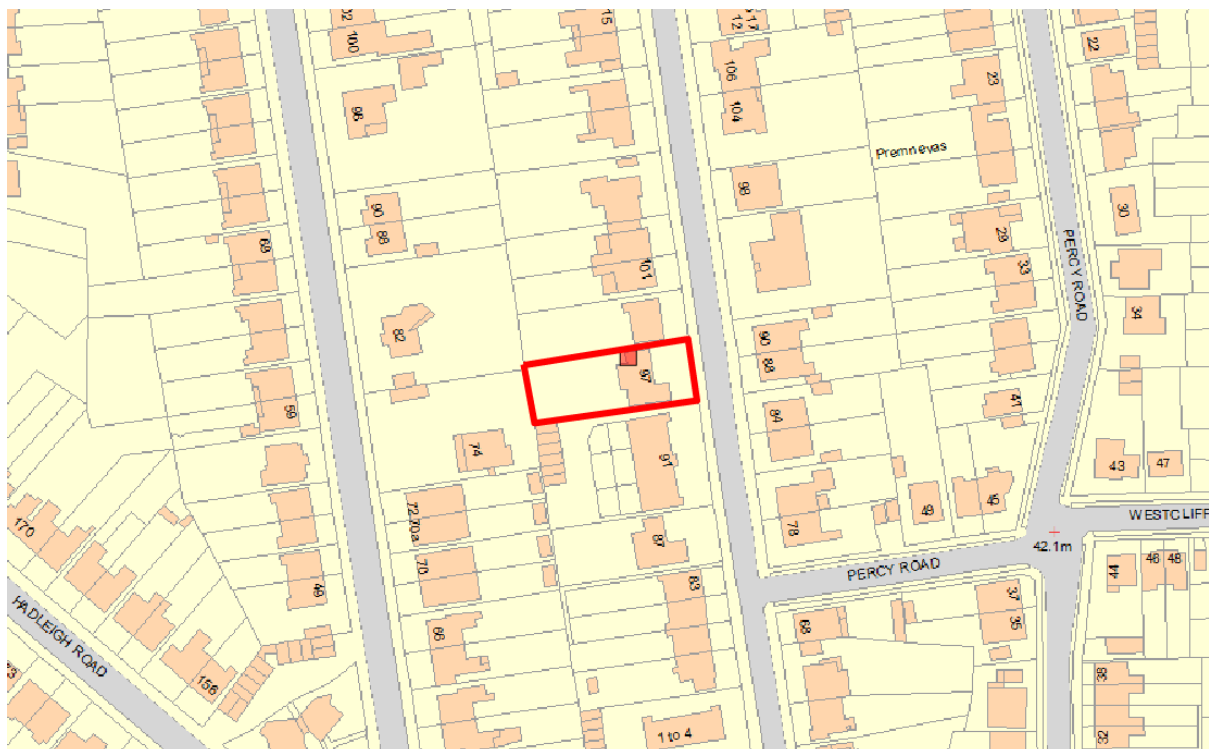


Reference:	17/00071/FUL	
Ward:	West Leigh	
Proposal:	Demolish existing bungalow, erect two semi-detached dwellings and install hardstanding with vehicular access onto Salisbury Road (Amended Proposal).	
Address:	97 Salisbury Road, Leigh-on-Sea, Essex, SS9 2JN	
Applicant:	Mr M. Bailey (N Bailey Properties)	
Agent:	BGA Architects	
Consultation Expiry:	17/02/16	
Expiry Date:	16/03/17	
Case Officer:	Ian Harrison	
Plan Nos:	0-001, 0-002, 0-600, 1-001, 1-600 B, 1-602, 1-603 and 2-600	
Recommendation:	GRANT PLANNING PERMISSION	



1 The Proposal

- 1.1 Permission is sought to demolish an existing bungalow at 97 Salisbury Road and replace it with a pair of semi-detached dwellings, with associated gardens and parking.
- 1.2 The main part of the existing bungalow measures 7.2 metres deep and 10.4 metres wide with a pitched roof built to an eaves height of 2.7 metres and a ridge height of 6 metres. Single storey projections exist to the front and rear and a flat roofed garage exists at the North side of the dwelling. The dwelling is positioned a minimum of 5.3 metres from the highway frontage of the site and 0.9 metres from the South and North boundaries.
- 1.3 The main part of the proposed replacement dwellings would each measure 10 metres deep and 6.7 metres wide with a pitched roof built to an eaves height of 5.4 metres at the front and 6.3 metres to the rear with a ridge height of 8.4 metres and full gables to the side. A two storey projection is provided at the rear of each dwelling that would measure 3.8 metres wide and 1.8 metres deep with the roof formed from the continuation of the main roof to a lower eaves height of 5.5 metres. Single storey rear projections would wrap around the two storey rear projection, measuring a maximum of 2.5 metres deep and matching the width of the pair of dwellings. A two storey forward projection is proposed at each dwelling that would measure 0.6 metres deep and 4.7 metres wide with a pitched roof built to a maximum height of 7.4 metres. A single storey bay would be provided at the front elevation that would measure 3.3 metres wide and 0.7 metres deep with a lean-to pitched roof built to a maximum height of 3.4 metres. Two rooflights are proposed at the rear of each dwelling and one is proposed at the front of each dwelling. The dwellings would be handed replicas of each other. The dwellings would be in line with each other and would be set back from the highway by 7.1 metres.
- 1.4 Two parking spaces would be provided to serve each dwelling. Each dwelling would feature five bedrooms, have an internal floor area of 174 square metres and feature gardens to the rear that would measure an average of 140 square metres per property in area.
- 1.5 This application follows the refusal of application 16/00954/FUL which proposed a similar development of two dwellings. That application was refused for the following reason:

1. The proposed development, by virtue of its scale and layout would have an overbearing impact and cause a loss of outlook of the neighbouring dwelling to the North of the site. The proposal is therefore contrary to the National Planning Policy Framework, DPD1 (Core Strategy) policy KP2, DPD2 (Development Management) policy DM1 and SPD1 (Design and Townscape Guidance)

- 1.6 That application followed the refusal of application 16/00305/FUL which also proposed a similar development. That application was refused for the following reasons:

1. The proposed development, by virtue of the layout of the proposed dwellings, would have an awkward and contrived appearance that would cause harm to the character and appearance of the site and the surrounding area, contrary to the National Planning Policy Framework, policies KP2 and CP4 of DPD1 (Core Strategy) policies DM1 and DM3 of DPD2 (Development Management) and the Design and Townscape Guidance (SPD1)

2. The proposed development, by virtue of its scale and layout would have a harmful impact on the light and outlook of the neighbouring dwelling to the North of the site. The proposal is therefore contrary to the National Planning Policy Framework, DPD1 (Core Strategy) policy KP2, DPD2 (Development Management) policy DM1 and SPD1 (Design and Townscape Guidance).

3. The proposed development, by virtue of the proposed layout of the permanent vehicular crossovers to the new dwellings would result in a loss of on-street parking in the area which already suffers from a significant level of parking stress. This would be contrary to policy CP3 of the Core Strategy and DM15 of the Development Management DPD.

2 Site and Surroundings

- 2.1 The application site currently contains a single storey dwelling that is described above, with front and rear gardens and vehicular access from Salisbury Road.
- 2.2 The site is located within an area of mixed residential properties. To the South of the application site is a block of six flats, to the North is a chalet style dwelling and to the North of that is a pair of semi-detached two storey dwellings. It is considered that the variation amongst the four buildings referred to above is reflective of the character of the surrounding area. It is noted that planning permission has been granted at 105 Salisbury Road for the replacement of a bungalow with two semi-detached two storey dwellings and this development appears to be substantially completed.
- 2.3 The site is not the subject of any site specific policy designations.

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.

4 Appraisal

Principle of Development

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

- 4.1 This proposal is considered in the context of the Borough Council policies relating to design. Also of relevance are National Planning Policy Framework Sections 56 and 64, Core Strategy DPD Policies KP2, CP4 and CP8. Amongst the core planning principles of the NPPF includes 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.”* 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.”* 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.”*
- 4.2 Policy KP2 of the Core Strategy requires that new development contributes to economic, social, physical and environmental regeneration in a sustainable way through securing improvements to the urban environment through quality design, and respecting the character and scale of the existing neighbourhood. Policy CP4 requires that new development be of appropriate design and have a satisfactory relationship with surrounding development. Policy CP8 requires that development proposals contribute to local housing needs and identifies that 80% of residential development shall be provided on previously developed land.
- 4.3 Policy DM3 states that *“the Council will seek to support development that is well designed and that seeks to optimise the use of land in a sustainable manner 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”* and that *“The conversion of existing single dwellings into two or more dwellings will only be permitted where the proposed development:*
- (i) Does not adversely impact upon the living conditions and amenity of the intended occupants and neighbouring residents and uses; and*
 - (ii) Will not harm the character and appearance of the existing building or wider area; and*
 - (iii) Will not lead to a detrimental change of a street’s function; and*
 - (iv) Meets the residential standards set out in DM8 and the vehicle parking standards set out in Policy DM15.*

- 4.4 Policy DM3 also states that *“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 The majority of these issues will be discussed in greater detail below, but it is relevant that at paragraph 4.20, it is accepted that the development accords with Part M4 (2) of the Building Regulations which has replaced the Lifetime Home Standards. It is considered that no objection can be raised to the principle of residential development involving the loss of a bungalow at this site.

Design and Impact on the Character of the Area

The National Planning Policy Framework; DPD1 (Core Strategy) policies KP2 and CP4; DPD2 (Development Management) policies DM1 and DM3 and the Design and Townscape Guide.

- 4.6 Good design is a fundamental requirement of new development to achieve high quality living environments. Its importance is reflected in the NPPF, in Policy DM1 of the development management DPD and in the Policies KP2 and CP4 of the Core Strategy. 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.”* In the NPPF it is stated 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.”* In the Council’s Development Management DPD, policy DM1 states that 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.”
- 4.7 As set out above, the residential street of Salisbury Road is of varied character, featuring a mixture of single, two and three storey buildings, with pitched and flat roofs and a mixture of detached and semi-detached properties. In this context it is considered that no objection should be raised to the loss of bungalows on visual grounds. It is considered that the street is not dominated by bungalows and as such the provision of development with a two storey scale, albeit with additional rooms in the roofspace, would not be at odds with the character of the site or the surrounding area.

- 4.8 The buildings of the area follow generally consistent building lines, however it is noted that the line of properties to the North follows a line that is 2.5 metres forward of the buildings to the South. The first application in 2016 proposed dwellings in a stepped arrangement to attempt to bridge the different building lines, but this caused the pair of dwellings to have a contrived arrangement that emphasised the contrast between the existing building lines rather than compliment it. It was concluded that the arrangement of the dwellings caused conflict between the appearance of a pair of semi-detached dwellings and the appearance of detached dwellings and by falling between these two more conventional forms, it was considered that the development would have had a cluttered and contrived appearance. The applicant successfully addressed this matter in the second 2016 application by re-aligning the dwellings and it was therefore considered that the previous ground of objection had been addressed. The second application was not refused on design grounds and it remains the case that this application is considered to be acceptable on those grounds.
- 4.9 It was previously considered that it would be preferable for both dwellings to be set back from the highway by a distance that would enable parking and soft landscaping to be provided. The plans accord with that recommendation and as such it is considered that the proposal is acceptable on those grounds.
- 4.10 In all other respects it is considered that the proposal is visually acceptable. The scale of the dwellings matches the scale of other properties that exist within the surrounding area and the architectural appearance is considered to be satisfactorily in accordance with other properties within the surrounding area. The shallow pitch of the roof is considered to be unfortunate but as the neighbouring buildings would partially mask views of the side of the proposed dwellings it is considered that the impact of these features would not be harmful to an extent that would justify the refusal of the application for that reason.

Impact on Residential Amenity.

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

- 4.11 Paragraph 343 of SPD1 (under the heading of Alterations and Additions to Existing Residential Buildings) states, amongst other criteria, that extensions must respect the amenity of neighbouring buildings and ensure not to adversely affect light, outlook or privacy of the habitable rooms in adjacent properties. Policy DM1 of the Development Management DPD also states that 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.”
- 4.12 The residential property to the north of the application site (99 Salisbury Avenue) has been the subject of a single storey rear extension that is not shown on the applicant's plans, but was built following the granting of a Certificate of Lawfulness (12/01280/CLP) for the extension in 2012. Two storey extensions were also approved at the property (12/01282/FULH), but do not appear to have been implemented.

That property features two first floor windows in the side elevation and it is noted plans for that dwelling show that both windows serve bedrooms and in the case of the front window, the side window is the only window serving that bedroom. The rear bedroom is also served by a rooflight to the rear and there appears to be two ground floor windows that serve a lounge although the outlook and light would be restricted by the existing boundary landscaping.

- 4.13 The two storey side elevation of the northernmost dwelling proposed by this application would project 2.3 metres further to the rear than the neighbouring property. The ground floor element would project 4.4 metres further. This is a marked improvement in comparison to the previous proposal which proposed a two storey form that would have projected 4.8 metres to the rear.
- 4.14 Due to the height of the proposed dwelling, the separation distance of 1.8 metres and the positioning of the dwelling to the South of the neighbouring property, it was considered that the previous proposals would have caused a loss of light within the neighbouring property to the North. As set out above the use of the first floor South facing windows, particularly the front window, is essential to ensuring a reasonable standard of living within the neighbouring dwelling. The proposals would have significantly enclosed the outlook from that window and cause a loss of light within that window and as such the previous application was refused. The positioning and shape of the dwelling is now different and it is noted that the dwelling is shown to be set slightly behind the first floor in the neighbouring property, which would enable views from within that dwelling forward of the proposed dwelling. As such the impact on outlook, light and sense of enclosure would be materially reduced. On balance, it is now considered that the application can be found acceptable. The proposed dwelling would still cause the loss of some daylight and sunlight within the first floor windows, but the overall impact would not be harmful to an extent that would warrant the refusal of the application on those grounds.
- 4.15 It is noted that the neighbouring property features large ground floor windows and therefore, despite the depth, height and positioning of the extension, it is considered that light is still likely to reach the room served by those windows. The depth of the dwelling has been reduced in comparison to the previous proposal and it is therefore accepted that the proposed dwellings would not have an overbearing impact on the outlook within the habitable rooms and amenity space of the proposed development. This element of one of the reasons for the refusal of the most recent application at this site has therefore been satisfactorily addressed.
- 4.16 The building to the South consists of 6 flats and features five windows in the north elevation, three of which appear to serve non-habitable rooms. The windows are north facing and would be separated from the proposed South dwelling by 3 metres. The dwelling would have some impact on the outlook from within the neighbouring property, but due to the separation distance and the orientation of the flats it is considered that the impact of the proposed dwelling would not be materially harmful.
- 4.17 Due to the positioning of windows in the proposed dwellings and the separation distance of 19 metres to the West boundary of the site, it is considered that the proposal would not cause a loss of privacy within neighbouring properties to an extent that would justify the refusal of the application.

Likewise, due to the separation distance of 23 metres between the proposed dwellings and the dwellings to the east side of Salisbury Road there are no grounds to object to the impact of the proposed development on the light, privacy or outlook of those properties.

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.

4.18 Paragraph 17 of the NPPF states that *“planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings”*. It is considered that most weight should be given to the Technical Housing Standards that have been published by the Government which are set out as per the below table:

- Minimum property size for residential units shall be as follow:
 - (a) 5 bedrooms (8 bed spaces) 134 square metres
- Bedroom Sizes: The minimum floor area for bedrooms to be no less than 7.5m² for a single bedroom with a minimum width of 2.15m²; and 11.5m² for a double/twin bedroom with a minimum width of 2.75m or 2.55m in the case of a second double/twin bedroom.
- Floorspace with a head height of less than 1.5 metres should not be counted in the above calculations unless it is solely used for storage in which case 50% of that floorspace shall be counted.
- A minimum ceiling height of 2.3 metres shall be provided for at least 75% of the Gross Internal Area.

The following is also prescribed:

- Provision of a storage cupboard with a minimum floor area of 1.25m² should be provided for 1-2 person dwellings. A minimum of 0.5m² storage area should be provided for each additional bedspace.
- Amenity: Suitable space should be provided for a washing machine and for drying clothes, as well as private outdoor amenity, where feasible and appropriate to the scheme.
- Bedroom Sizes: The minimum floor area for bedrooms to be no less than 7m² for a single bedroom with a minimum width of 2.15m²; and 12m² for a double/twin bedroom with a minimum width of 2.55m².
- Storage: Suitable, safe cycle storage with convenient access to the street frontage.

- Refuse Facilities: Non-recyclable waste storage facilities should be provided in new residential development in accordance with the Code for Sustainable Homes Technical Guide and any local standards. Suitable space should be provided for and recycling bins within the home. Refuse stores should be located to limit the nuisance caused by noise and smells and should be provided with a means for cleaning, such as a water supply.
- Working: Provide suitable space which provides occupiers with the opportunity to work from home. This space must be able to accommodate a desk and filing/storage cupboards.

4.19 The proposed dwellings would accord with the abovementioned standards and have a gross internal area that also meets the policy requirements. Ample amenity space would be provided and it is considered that there is scope to provide adequate cycle parking and refuse storage facilities at the site.

4.20 Policy DM3 requires that developments should meet the Lifetime Homes Standards which have subsequently been dissolved. However, their content has been incorporated into Part M of the Building Regulations and it is considered that these standards should now provide the basis for the determination of this application. A plan has been submitted to demonstrate that the proposed development would comply with those standards. It is therefore considered that the proposed development should not be refused on the grounds of the loss of a bungalow.

Highways and Transport Issues:

National Planning Policy Framework, Policy KP2, CP3, CP4 and CP8 of the Core Strategy, Development Management DPD Policies DM1, DM3 and DM15 and the Design and Townscape Guide.

4.21 Policy DM15 states that each dwelling should be served by a minimum of two parking spaces. This standard has been met by the proposed development.

4.22 As before, the Highway Authority has raised no objection to the application on the grounds that adequate parking would be provided to serve the proposed development. From this basis, it is considered that no objection should be raised to the proposal on the grounds of the level of parking provision that is proposed at the site or any impacts on highway safety.

4.23 It is noted that the first application was refused on the grounds that the proposal would cause a loss of on-street parking. However, as ample parking is provided within the site to serve the proposed development and as no objection was raised to the loss of on-street parking by the Highway Authority, the second application was not refused for that reason and it is recommended that this remains the case in respect of this application. The Highway Officer has visited the site on three occasions and undertaken assessments of the available on-street parking, finding that many spaces are available on each occasion.

Sustainability

Core Strategy Policies KP2, CP4 and CP8, Development Management DPD Policies DM1 and DM2 and SPD1

- 4.24 Policy KP2 of the Core Strategy states; *“All development proposals should demonstrate how they will maximise the use of renewable and recycled energy, water and other resources”* and that *“at least 10% of the energy needs of a new development should come from on-site renewable options (and/or decentralised renewable or low carbon energy sources)”*. The provision of renewable energy resources should be considered at the earliest opportunity to ensure an integral design
- 4.25 No details have been provided by the applicant to demonstrate how this matter will be addressed. It would however be possible to secure the submission and agreement of details of sustainable construction under the terms of a condition.

Community Infrastructure Levy.

- 4.26 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 237 square metres (taking into account a deduction of 111 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 and this equates to a CIL charge of £15,642.

5 Planning Policy Summary

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

6 Representation Summary

Traffic & Highways Network

- 6.1 2 off street car parking spaces have been provided for each dwelling which meets current policy guidance. The applicant will be required to relocate the existing lamp column in between the proposed vehicle crossovers. There are no highway objections to this proposal

Leigh Town Council

- 6.2 Leigh Town Council wishes to object on the basis that the amended proposal is an overdevelopment exacerbated by the two planned houses each containing five bedrooms. There will be a loss of on-street parking in a road that already suffers from parking stress. Traffic stress will increase due to excessive vehicles in the road, posing greater danger to the school children who attend nearby schools. Additionally the Town Council regrets the loss of a bungalow from the Borough's limited supply.

Public Notification

- 6.3 A site notice was posted and letters were sent to 12 neighbouring residents. Nine objections have been received which object on the following grounds:

- Moving the dwelling further from the highway would increase overlooking of Burnham Road properties.
- The loss of a bungalow is contrary to the Council's policies.
- The Council is aiming to support developments that will pay more Council Tax.
- The number of occupants of the proposed dwellings would represent overdevelopment.
- Loss of on-street parking.
- The provision of parking would cause the loss of soft landscaping at the site.
- The proposal would cause unacceptable additional on-street parking and congestion which would prevent access by emergency services.
- The proposal would be out of character with the surrounding area and cause the loss of green space.
- The proposal would be detrimental to pedestrian safety.
- The number of parking spaces proposed should be reduced.
- The proposal will cause a loss of light and privacy.
- The dwellings would be taller than the existing bungalows and too great in size.
- Surrounding schools are oversubscribed.
- There are too many properties within Salisbury Road and it is becoming crowded.
- Approving the loss of bungalows makes the Council appear untrustworthy and hypocritical.
- The proposal would be overbearing and result in a sense of enclosure.
-

The concerns raised have been carefully considered. However, they are not found to represent a reasonable basis to refuse planning permission in the circumstances of this case.

7 Relevant Planning History

- 7.1 The refusal of applications 16/00305/FUL and 16/00954/FUL which proposed similar developments are fully discussed above.

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: 0-001, 0-002, 0-600, 1-001, 1-600 B, 1-602, 1-603 and 2-600**

Reason: To ensure that the development is carried out in accordance with the 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 Prior to the occupation of the dwelling hereby approved the car parking spaces and access to them from the public highway shall be provided in accordance with the approved plans. The car parking space and access shall be kept available for the parking of motor vehicles at all times and permanently retained.**

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 Prior to occupation of the development hereby approved details of the water efficient design measures set out in Policy DM2 (iv) of the Development Management Document to limit internal water consumption to 105 litres per person per day (lpd) (110 lpd when including external water consumption), including measures of water efficient fittings, appliances and water recycling systems such as grey water and rainwater harvesting shall be submitted to and approved in writing by the Local Planning Authority. The development shall**

subsequently be undertaken in accordance with the approved details before it is occupied and be retained in perpetuity.

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

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

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

- 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** Notwithstanding the provisions of Classes A, B, D and E of Part 1 of Schedule 2 to the Town and Country Planning General Permitted Development Order 2015 (or any statutory modification or re-enactment or replacement thereof (as the case may be) for the time being in force), no extensions or outbuildings shall be erected at the site unless otherwise agreed in writing by the local planning authority.

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

- 09** Prior to the occupation of the dwelling hereby approved, details of the soft landscape works for the site shall be submitted to and approved in writing by the local planning authority. The approved soft landscaping works shall be undertaken within the first planting season following first occupation of the development, unless otherwise agreed in writing by the local planning authority.

Reason: To safeguard character and appearance of surrounding area and the amenities of the occupants of the proposed development in accordance with policies DM1, DM3, DM5 and DM8 of the Development Management DPD and policies KP2 and CP4 of the Core Strategy.

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.