

Reference:	17/00680/BC3M	
Ward:	St Laurence	
Proposal:	Demolish existing garages, erect 2no three storey buildings comprising 12 self-contained flats, three terraced dwelling houses, hard and soft landscaping, associated parking, bin and cycle store, form vehicular access on to Rochford Road	
Address:	Garages on Rochford Road, Southend-on-Sea, Essex	
Applicant:	Mr. T. Holland (Southend-on-Sea Borough Council)	
Agent:	Mr. S. Lewis (AK Design Partnership LLP)	
Consultation Expiry:	23.06.2017	
Expiry Date:	09.08.2017	
Case Officer:	Janine Rowley	
Plan Nos:	3679-7.105 PL1 Existing site plan, key plan, location plan & existing garage elevations; 3679-7-106. PL2 Proposed site plan; 3679-7-107 PL2 Proposed floorplans and elevations; 3679-7-108 PL1 Existing and proposed street scenes; 3679-7.109 PL1 Proposed shed, cycle/bin stores and floorplans/elevations; 3679-7-110 PL1 Proposed landscaping plan	
Recommendation:	GRANT PLANNING PERMISSION	



## **1 The Proposal**

- 1.1 Planning permission is sought to demolish the existing single storey garage blocks and redevelop the land to enable the erection of three storey dwellinghouses and a three storey block containing 12 flats.
- 1.2 The site currently contains four single storey buildings that are positioned at the North and South boundaries of the site and contain a total of 19 garages. Blocks 1 and 2 measure 7.5m – 15.2m wide x 2.4m high x 5m deep. Blocks 3 and 4 measures 25.3m wide x 2.4m high x 5m deep. Each building has a flat roof. The majority of the remainder of the site is laid to hardstanding, with small grassed areas at the front of the site along Rochford Road.
- 1.3 The proposal is to erect three dwellinghouses in a terraced block 20.3m wide x 7.7m high x 8.4m deep with gabled roofs. The proposed materials include a red stock brick, white render, smooth brown roof tiles and aluminium doors and windows.
- 1.4 The internal floorspace of the dwellinghouses is approximately 100sqm with three bedrooms for 5 persons. A private amenity space is proposed per dwelling with an area of 70sqm – 100sqm per dwelling. Two parking spaces are proposed per dwelling.
- 1.5 The proposed flats will include two blocks 16.3m wide x 11.4m high x 10.5m-11.2m deep with 6 flats in each block. The proposed materials include a red stock brick, white render, smooth brown roof tiles and aluminium doors and windows.
- 1.6 The flats will have an internal floorspace of 67.43sqm to the ground floor and 63.19sqm to the first and second floors. All flats will include two bedrooms for 3 persons. A communal amenity space is proposed to the rear of the site 278sqm serving block 1 and 159sqm serving block 2, which equates to 23.1sqm per person for in block and 12.4sqm per person for block 2. One parking space per flat is proposed to the front of the blocks.
- 1.7 The proposal will also include a bin store to the south of the flats. Cycle stores are to be provided for the two blocks of flats (4.1m wide x 2m deep x 2.2m high). A shed is proposed to the rear gardens of the terraced properties (1.8m deep x 1.2m wide x 2m high).
- 1.8 The proposal also includes the reconfiguration of the existing road layout to allow direct access onto Rochford Road to enable cars to enter and exit the residential development in forward gear.

## **2 Site and Surroundings**

- 2.1 The application site is located on the eastern side of Rochford Road. The site is not the subject of any site specific policies within the adopted development plan.
- 2.2 The site contains four single storey buildings that are described above and the surrounding buildings are used for residential purposes, including flats and dwellings with an overall height of 7.1m.

### **3 Planning Considerations**

- 3.1 The key considerations are the principle of the development, the design and impact on the character of the area, the impact on residential amenity and highway implications.

### **4 Appraisal**

#### **Principle of the Development**

**National Planning Policy Framework, Core Strategy Policies KP1, KP2, CP1, CP4, and CP8, Development Management Document DPD2 policies DM1, DM3 and DM7**

- 4.1 The site is not safeguarded by any current planning policies contained within the Core Strategy or Development Management Document. Therefore no objection is raised in principle to the loss of the garage blocks. The requirements of Policy DM3 of the Development Management Document are dealt with in more detail in section 4.4 onwards. However, in land use terms the proposal complies with policy DM3..
- 4.2 Policy CP8 expects 80% of residential development to be provided on previously developed land. The site is brownfield land within a residential area on this basis; it is considered that the principle of undertaking residential development at this site should be supported, given that two of the 12 core principles of sustainable development that are identified within the NPPF are 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”* and to *“proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs”*.
- 4.3 The proposal is considered acceptable in principle.

#### **Design and Impact on the Character of the Area:**

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

- 4.4 The National Planning Policy Framework requires new development to reinforce local distinctiveness. Policy KP2 and CP4 of the Core Strategy, Policies DM1 and DM3 and the Design and Townscape Guide advocate the need for any new development to respect the character of the area and complement the local character.
- 4.5 Policy DM3 (2) states that *“All development on land that constitutes backland and infill development will be considered on a site-by-site basis. Development within these locations will be resisted where the proposals:*
- (i) Create a detrimental impact upon the living conditions and amenity of existing and future residents or neighbouring residents; or*
  - (ii) Conflict with the character and grain of the local area; or*
  - (iii) Result in unusable garden space for the existing and proposed dwellings in line with Policy DM8; or*

(iv) Result in the loss of local ecological assets including wildlife habitats and significant or protected trees”.

4.6 The Design and Townscape Guide paragraph 201 states:

*“Infill sites are development sites on the street frontage between existing buildings. These areas are usually spaces left over after earlier development or the redevelopment of small industrial units or garages. The size of the site together with an analysis of local character and grain will determine whether these sites are suitable for development. In some cases the site may be too small or narrow to accommodate a completely new dwelling (including usable amenity space and parking) and trying to squeeze a house onto the site would significantly compromise its design quality and be detrimental to neighbouring properties and local character. In these circumstances, unless an exceptional design solution can be found, infill development will be considered unacceptable. Other options, such as an extension to an adjacent building or a garage may be more achievable. However, in certain situations, where the density, grain and openness of an area are integral to its special character, infill development of any kind will not be appropriate in principle”.*

4.7 Where such development is acceptable in principle, SPD1 states that it is important to draw strong references from surrounding buildings in terms of scale, frontage, materials and rhythm. It is not considered the proposed infill development would appear out of keeping, which will not conflict with the urban grain of the area taking into account the surrounding residential development subject to the other material planning considerations discussed in detail below.

4.8 With regard to the general layout, the proposal seeks to erect a row of three terraced properties set 8.5m away from the northern boundary and two flatted blocks to the south with the formation of a new vehicle access from Rochford Road to an area of hardstanding for 20 parking spaces, a bin store and soft landscaping. The proposal seeks to implement soft landscaping to the western boundary including replacement trees and shrub planting, which is welcomed and will enhance the overall character and appearance of the streetscene in this location.

4.9 The surrounding area to the immediate north and south of the site consists of two storey dwellinghouses and blocks of flats in character, however it is noted the streetscene in Rochford Road is varied with a number of three storey flatted blocks in the wider area particularly to the north of the site. The two storey dwellinghouses reflect the overall height of the properties to the north and south of the site albeit slightly higher. Whilst the three storey blocks will have an overall height of 11.4m and set higher than the two storey properties to the north and south of the site, in this instance, taking into account the set back and siting it is considered that the height of the built form is in-keeping with the character and scale of other buildings within the surrounding area particularly with reference to the existing three storey flatted blocks to the north of the site meeting policy DM3 (ii).

- 4.10 The surrounding area is characterised by featuring buildings of a uniform design that is reflective of the age of the properties. Given the advances that have occurred in building design and building regulations since the surrounding properties were built it is considered that it would be undesirable to require the applicant to entirely replicate the design of the existing dwellings within the surrounding area. Instead of this, the applicant is proposing the use of a similar red brick and has included the use of rendered panels around the proposed windows, which can be viewed as a modern interpretation of the cladding panels that exist between the windows of the existing properties. In this respect it is considered that the proposed development is taking a design approach that is modern, but also partly reflective of the architecture of the surrounding area.
- 4.11 The site is not an ecological asset or wildlife habitat of any significance and therefore the proposal complies with policy DM2 (iv).
- 4.12 No objections are raised to the design of the proposed refuse and cycle details of storage facilities given the structures are of a low height and would not cause harm to the character of the surrounding area.

#### **Traffic and Transport Issues**

**National Planning Policy Framework; DPD1 (Core Strategy) policies KP2, CP4, CP3; policy DM15 of the DPD2 (Development Management Document) and the Design and Townscape Guide SPD1.**

- 4.13 The existing garages on site have been previously rented and therefore do not serve any existing dwellings in the surrounding area. 20 parking spaces are provided to serve the development, 2 per dwelling, 1 per flat and two visitors which accords with Policy DM15. The parking spaces provided also includes 4 disabled spaces. In terms of parking space provision, the proposal shown on the submitted plans would accord with the relevant standards. The road safety audit accompanying application demonstrates the proposed alteration to the highway will not result in harm to the highway network. The proposal is also found to be acceptable in terms of its impacts on highways and pedestrian safety.
- 4.14 The proposal includes a change to the existing access to the site by closing an existing service road to enable one vehicle access to serve the proposed development and no objections have been raised by the Councils Highway Officer to this arrangement (these works will be controlled by a Grampian condition).
- 4.15 A location for cycle parking is shown on the submitted plans which would address the requirements of policy DM15 of the Development Management Document.

#### **Impact on Residential Amenity:**

**National Planning Policy Framework; DPD1 (Core Strategy) policies KP2 and CP4; policies DM1 and DM3 of the DPD2 (Development Management Document) and the Design and Townscape Guide SPD1.**

- 4.16 Policies DM1 and DM3 of the Development Management Document and CP4 of the Core Strategy refer to the impact of development on surrounding occupiers. High quality development, by definition, should provide a positive living environment for its occupiers whilst not having an adverse impact on the amenity of neighbours. Protection and enhancement of amenity is essential to maintaining people's quality of life and ensuring the successful integration of proposed development into existing neighbourhoods. Amenity refers to well-being and takes account of factors such as privacy, overlooking, outlook, noise and disturbance, the sense of overbearing, pollution and daylight and sunlight. A proposed development will need to consider its potential impact upon neighbouring properties and the surrounding area. policy DM1 of the Development Management requires that all development should (inter alia):

*“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;”*

- 4.17 The residential properties to the north and south of the application site have no windows in the side elevations. The proposed terraced block of dwellings would be located 7.9m, away from the rear of 150 Rochford Road to the north and the flats 6m from the southern boundary. Taking into account the orientation of the proposed development would not cause a loss of direct sunlight or general daylight within the neighbouring properties that would justify the refusal of the application.
- 4.18 The proposed flats would face the rear gardens of the properties to the east in Alton Gardens and would be 6.4m to 12.8m from the rear boundary with a further 15m to 19.9m to the rear elevations of existing properties in Alton Gardens. Although the windows of the proposed development would enable the occupants to look towards the private amenity areas and habitable rooms of the neighbouring properties, it is considered that the separation distances that would be retained would ensure that the level of overlooking caused would not be materially harmful to residential amenity to an extent that would justify the refusal of the application on those grounds. The planting of trees at the rear of the application site would help to screen views between the proposed development and existing properties to the east of the site although the full benefit of this planting would take some time to establish.
- 4.19 Oblique views would also be possible from the proposed building towards the private amenity areas of the properties to the north and south. Due to the angle of the outlook from within the proposed building, it is considered that the occupants of the proposed flats and houses would not overlook the amenity areas to an extent that would justify the refusal of the application on those grounds. Windows are proposed to the flank elevations and in order to safeguard the amenities of nearby residents a condition will be imposed to ensure the flank elevations are obscured.

#### **Living Conditions for Future Occupiers**

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

4.20 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 a 3 bedroom (5 bed space) dwellinghouse shall be 99 square metres and 2 bedroom (3 bed spaces) flats shall be 61 square metres.
- Bedroom Sizes : The minimum floor area for bedrooms to be no less than 7.5m<sup>2</sup> for a single bedroom with a minimum width of 2.15m ; and 11.5m<sup>2</sup> 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.

Weight should also be given to the content of policy DM8 which states the following standards in addition to the national standards.

- Provision of a storage cupboard with a minimum floor area of 1.25m<sup>2</sup> should be provided for 1-2 person dwellings. A minimum of 0.5m<sup>2</sup> storage area should be provided for each additional bed space.
- 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.
- 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.

- 4.21 Each house and flat would have internal dimensions that exceed the abovementioned standards. With respect to amenity space, the dwellinghouses would be served by private amenity areas of 70sqm-100sqm and the communal area serving the flatted blocks is 278sqm serving block 1 and 149sqm serving block 2, which is considered to be an appropriate amount of amenity space in this instance.
- 4.22 Refuse storage is provided to the south of the flatted blocks, which is welcomed and proposed to be enclosed complying with the Waste Management Guide. Cycle storage is proposed to the rear of the flats and houses, which is also policy compliant.
- 4.23 The proposal therefore complies with policy DM3 (i) of the Development Management DPD.

### **Sustainable Construction**

**National Planning Policy Framework; DPD1 (Core Strategy) policies KP2, DPD2 (Development Management) policy DM2 and the Design and Townscape Guide 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. This applies during both construction and the subsequent operation of the development. At least 10% of the energy needs of new development should come from on-site renewable options (and/or decentralised renewable or low carbon energy sources), such as those set out in SPD 1 Design and Townscape Guide”.*

- 4.25 The provision of renewable energy resources should be considered at the earliest opportunity to ensure an intrinsic design. In this instance the applicant has indicated that photovoltaic panels will be used to meet the requirement of policy KP2 of the Core Strategy and further details can be required by condition if this application is deemed acceptable.
- 4.26 Policy DM2 of the Development Management Document part (iv) requires water efficient design measures that limit internal water consumption to 105 litres per person per day (lpd) (110 lpd when including external water consumption). Such measures will include the use of water efficient fittings, appliances and water recycling systems such as grey water and rainwater harvesting. Whilst details have not been submitted for consideration at this time, this can be dealt with by condition if the application is deemed acceptable.



## **Other Matters**

### **Impact on street trees**

- 4.27 The application is accompanied by an Arboricultural report, demonstrating that existing trees on site are not worthy of preservation and therefore proposed to be removed. The proposed landscaping scheme confirms quality trees are proposed to be planted along the frontage including Field Maple, Silver Birch, Wild Cherry, Hornbeam, Ornamental Pear with a minimum stem of 14cm-16cm. Whilst the loss of the existing trees is regrettable, the landscaping drawing 3679-7.110 Revision PL1 provides full details of the planting and trees to be implemented and will provide an attractive frontage to the proposed development enhancing the existing streetscene in this location in accordance with policy DM1 of the Development Management Document.

### **Permitted Development Rights**

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

### **Community Infrastructure Levy**

#### **National Planning Policy Framework; Community Infrastructure Levy Charging Schedule**

- 4.29 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.
- 4.30 This application is CIL liable. The site is located within CIL Zone 3. Therefore, the required CIL payment is £26,556.86. However, the proposal is for 100% social housing and therefore the development is eligible for social relief.

## **5 Conclusion**

- 5.1 Whilst the loss of the development will lead to the loss of existing garages this is outweighed by the benefits of new family housing of an appropriate design. The dwellinghouses and flats provide a positive addition within the streetscene enhancing the overall character and appearance of the surrounding locality while providing adequate amenities for future occupiers whilst protecting the amenities of neighbouring properties.

## **6 Planning Policy Summary**

- 6.1 National Planning Policy Framework 2012
- 6.2 Development Plan Document 1: Core Strategy Policies KP1 (Spatial Strategy), KP2 (Development Principles), CP3 (Transport and Accessibility), CP4 (The Environment and Urban Renaissance), CP8 (Dwelling Provision)
- 6.3 Development Plan Document 2: Development Management Document Policies DM1 (Design Quality), DM2 (Low carbon development and efficient use of resources), DM3 (The Efficient and effective use of land), DM7 (Dwelling Mix), DM8 (Residential Standards), DM15 (Sustainable Transport Management)
- 6.4 SPD1 Design & Townscape Guide 2009
- 6.5 CIL Charging Schedule
- 6.6 Technical Housing Standards Transitional Policy Statement (October 2015)

## **7 Representation Summary**

### **Design and Regeneration**

- 7.1 No comments.

### **Highway Authority**

- 7.2 The proposed provides parking the exceeds current policy standards which includes visitor and disabled parking. Secure cycle parking has been provided for the flats with refuse collection within collection guidance. An appropriate highway agreement will be required to carry out the highway works associated with the development. It is not considered that the proposal will have a detrimental impact upon the local highway network. Therefore no highway objections are raised.

### **Airport Director**

- 7.3 No objections subject to the building being no taller than 56m AOD. It should also be noted if a crane or piling rig is required to construct the proposed development this will need to be safeguarded separately and dependant on location maybe restricted in height and may also require full coordination with the Airport Authority.

### **Fire Service**

- 7.4 The nearest fire hydrant no. 30/2340 shown on the enclosed drawings is considered to be within a reasonable distance of the proposed development and therefore five additional fire hydrant provisions are not considered a requirement in this instance. If a fire appliance is unable to gain access to within 45m of the new dwellings as required by the Building Regulations 2010 Approved Document B an alternative solution may be required such as an automatic water suppression system (AWSS) or dry-rising fire main incorporated into the building design.

## **Anglian Water**

- 7.5 Wastewater Treatment- the foul drainage from this development is in the catchment of Rochford Water Recycling Centre that will have available capacity for these flows.

Foul Sewerage Network- 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.

Surface Water Disposal- the preferred method of surface water disposal would be to a sustainable drainage system.

The surface water strategy/flood risk assessment submitted with application is unacceptable. A condition needs to be imposed to ensure any drainage and full consultation with Anglian Water.

Trade Effluent- Not applicable.

## **Public Consultation**

- 7.6 31 neighbouring properties were notified of the application and a notice was posted at the site. One letter of representation has been received objecting on the basis of overlooking.

The concern is noted and has been taken into account in the assessment of the application.

## **8 Relevant Planning History**

- 8.1 There is no planning history of relevance to this application at this site.

## **9 Recommendation**

- 9.1 **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: 3679-7.105 PL1 Existing site plan, key plan, location plan & existing garage elevations; 3679-7-106. PL2 Proposed site plan; 3679-7-107 PL2 Proposed floorplans and elevations; 3679-7-108 PL1 Existing and proposed street scenes; 3679-7.109 PL1 Proposed shed, cycle/bin stores and floorplans/elevations; 3679-7-110 PL1 Proposed landscaping plan.**

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

- 03** Unless otherwise agreed in writing with the local planning authority, the development hereby permitted shall be constructed entirely of the materials details of which are shown on the plans and Rochford Road Planning Statement for pre commencement conditions dated June 2017 hereby approved.

**Reason:** To safeguard character and appearance of surrounding area in accordance with policies DM1 and DM3 of the Development Management Document and KP2 and CP4 of the Core Strategy.

- 04** The development hereby approved shall be carried in accordance with drawings 3679-7.105 Existing Site Plan and 3679-7 in relation to the highways works in relation to the new access road to the development. The works shall thereafter be undertaken in accordance with the approved details and completed prior to first occupation of the development hereby approved unless otherwise agreed in writing by the local planning authority.

**Reason:** In the interests of highways management and safety in accordance with Core Strategy (2007) policy KP2, CP3, CP4; Development Management Document (2015) policies DM13 and the advice contained within the Design and Townscape Guide (2009).

- 05** The development shall not be occupied until 20 car parking spaces have been provided at the site in accordance with drawing 3679-7.106 PL2 Proposed Site Plan, 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 policy CP3 of the Core Strategy (2007) and policy DM15 of the Council's Development Management Document (2015).

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

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

- 07 The soft and hard landscape works shall be carried out in accordance with drawing 3679-7.110 Revision PL1 and external material and boundary treatment samples and Rochford Road Planning Statement for pre commencement conditions dated June 2017.**

**Reason:** In the interests of visual amenity and the amenities of occupiers and to ensure a satisfactory standard of landscaping and tree protections measures are implemented pursuant to Policy CP4 of the Core Strategy (2007) and policy DM1 of the Development Management Document (2015).

- 08 All planting in the approved landscaping scheme shall be carried out within the first planting season following the completion of the development. Any trees or shrubs dying, removed, being severely damaged or becoming seriously diseased within five years of planting shall be replaced with trees or shrubs of such size and species as may be agreed with the local planning authority.**

**Reason:** In the interests of visual amenity and the amenities of occupiers and to ensure a satisfactory standard of landscaping and tree protections measures are implemented pursuant to policy CP4 of the Core Strategy (2007) and policy DM1 of the Development Management (2015).

- 09 Prior to occupation of the development hereby approved a scheme for generating 10% of the predicted energy requirement of the development from decentralised renewable and/or low carbon sources shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented before the development is first occupied and shall remain operational for the lifetime of the development unless otherwise agreed in writing by 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, Core Strategy (2007) policies KP2 and CP4, policy DM2 of the Development Management Document (2015) and advice contained within the Design and Townscape Guide (2009).

- 10 Prior to the occupation of the development hereby approved the bicycle stores as shown on drawing 3679-7-109 PL1, shall be implemented and made available for use prior to the first occupation of the flats and dwellinghouses hereby approved to provide one cycle space per dwelling.**

**Reason:** To ensure that adequate cycle parking is provided and retained to serve the development in accordance with policy CP3 of the Core Strategy (2007) and policy DM15 of the Development Management Document (2015).

- 11 No development other than demolition and site clearance works shall take place until details of the implementation, maintenance and management of a scheme for surface water drainage works (incorporating Sustainable Urban Drainage (SuDs) Principles have been submitted to and approved by the local**

planning authority. The scheme shall be implemented and thereafter managed in accordance with the approved details before the development is occupied and brought into use and be maintained as such thereafter. Those details shall include:

i) An investigation of the feasibility of infiltration SUDS as the preferred approach to establish if the principles of any infiltration based surface water drainage strategy are achievable across the site, based on ground conditions. Infiltration or soakaway tests should be provided which fully adhere to BRE365 guidance to demonstrate this. Infiltration features should be included where infiltration rates allow;

ii) Drainage plans and drawings showing the proposed locations and dimensions of all aspects of the proposed surface water management scheme. The submitted plans should demonstrate the proposed drainage layout will perform as intended based on the topography of the site and the location of the proposed surface water management features;

iii) a timetable for its implementation; and

vii) a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

**Reason:** To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site for the lifetime of the development and to prevent environmental and amenity problems arising from flooding in accordance with Policy KP2 and CP4 of the Core Strategy 2007 and area in accordance with policies KP2 and CP4 of the Core Strategy DPD1 and Policy DM2 of the Development Management DPD 2015.

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

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

- 13** Before the development is occupied or brought into use, the development hereby approved shall be carried out in a manner to ensure that 2 of the flats hereby approved comply with building regulation M4 (3) 'wheelchair user

**dwellingings' and the remaining houses and flats comply with building regulation part M4(2) 'accessible and adaptable dwellingings'.**

**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).**

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

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

- 15 Prior to installation of any external lighting, details of the proposed lighting, including design, siting, luminance, hours of illumination and an assessment using the Institution of Lighting Engineers Guidance Note for the Reduction of Obtrusive Light shall be submitted to and approved in writing by the Local Planning Authority. The lighting shall be installed only in accordance with the approved scheme.**

**Reason: To protect the amenities of neighbouring properties and the general environmental quality in accordance with, National Planning Policy Framework, DPD1 (Core Strategy) 2007 policy KP2 and CP4, and DPD2 (Development Management Document) 2015 policy DM1.**

- 16 The development shall not be occupied until the refuse store as shown on drawing 3679-7-109 PL1 have been installed. The waste management and servicing of the development shall thereafter be carried out in accordance with the approved details.**

**Reason: to ensure that the development is satisfactorily serviced and that satisfactory waste management is undertaken in the interests of highway safety and visual amenity and to protect the character of the surrounding area, in accordance with Policies KP2 and CP3 of the Core Strategy DPD1 and Policy DM15 of the Development Management DPD 2015.**

#### **Informative**

- 01 Please note that the development the subject of this application is liable for a charge under the Community Infrastructure Levy Regulations 2010 (as amended). Enclosed with this decision notice is a Community Infrastructure Levy (CIL) Liability Notice for the attention of the applicant and any person who has an interest in the land. This contains details including the**

**chargeable amount, when this is payable and when and how exemption or relief on the charge can be sought.**

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

**The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, 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.**