

<b>Reference:</b>	18/02174/FUL	
<b>Ward:</b>	Westborough	
<b>Proposal:</b>	Change of use from existing Light Industrial (Class B1c) to two self-contained flats (Class C3), replace existing single storey rear extension, form cycle store and amenity space to rear, erect boundary wall to front to form courtyard and erect bin store to front	
<b>Address:</b>	Rear of 555 London Road, Westcliff-on-Sea	
<b>Applicant:</b>	RG Airspace Developments Ltd	
<b>Agent:</b>	N/A	
<b>Consultation Expiry:</b>	03.01.2019	
<b>Expiry Date:</b>	08.02.2019	
<b>Case Officer:</b>	Kara Elliott	
<b>Plan Nos:</b>	18-555LR-01/B, 18-555LR-02/C, 18-555LR-03	
<b>Recommendation:</b>	<b>GRANT PLANNING PERMISSION subject to conditions</b>	



## **1 The Proposal**

- 1.1 Planning permission is sought to convert the existing vacant commercial building to a pair of 1 bedroom, 2-person units; one presented as a ground floor unit, the other as a maisonette over two floors.
- 1.2 To the rear of the property, an existing mono-pitch roofed structure is to be removed, with a 3.4m deep, brickwork lean-to extension in its place. This will create a courtyard at the rear of the site measuring approximately 7.5 square metres, providing a sitting-out area for the enjoyment of the occupiers of the maisonette.
- 1.3 The proposed development also includes alteration and additions to the fenestration of the building. All new windows and doors are proposed to be slim-line black aluminium framed double glazed units.
- 1.4 Entrance to both flats and secure cycle parking is proposed from the side access that links Northview Drive and Westcliff Park Drive. A refuse store is proposed to the front of the building behind a 0.9m high boundary wall.
- 1.4 No off-street vehicular parking is proposed.
- 1.5 The development would form the following residential accommodation;
  - 1 x 1 bed, 2 person maisonette – 58.48m<sup>2</sup> (14.38m<sup>2</sup> bedroom) / 7.67m<sup>2</sup> amenity space;
  - 1 x 1 bed, 2 person ground floor flat – 50.09m<sup>2</sup> (13.65m<sup>2</sup> bedroom) / no amenity space
- 1.6 The application falls to be considered by the Development Control Committee at the request of Cllr Anne Jones.

## **2 Site and Surroundings**

- 2.1 The application site is located to the rear of 555 London Road but its principal elevation is located along Northview Drive. An alleyway is located immediately north of the application site linking Northview Drive with Westcliff Park Drive.
- 2.2 The building subject of this application is finished in yellow stock brickwork with plain roof tiles. The rear addition to the building is timber framed with a plywood exterior painted white. Windows are primarily Crittall style metal frames, with the remaining frames in timber.
- 2.3 The application site is located at the southern end of Northview Drive in a largely residential area consisting mainly of terraces of traditional two storey dwellings, but is close to the junction with London Road which contains a mixture of commercial and residential buildings - most of a larger scale.
- 2.4 The application site is currently vacant but is described by the applicant as last being used as storage for the owner's business. Historic records show the former use in conjunction with a handbag company.

It is accepted that the former use of the site falls within the B1 category and would represent an employment use for the application of applying planning policy.

- 2.5** It is noted that a dwelling was granted permission in 2015 immediately to the north of the application site, to the rear of 1 Northview Drive (ref 15/01524/FUL) and is referenced in the submitted plans and supporting documentation. However, this permission has since expired and is not thought to have been started and therefore bears little weight in the determination of the current application.

### **3 Planning Considerations**

- 3.1 The main considerations in relation to this application are the principle of the development including the loss of an employment use, the design and impact upon the character and appearance of the site and the wider area, traffic and transportation, impact on residential amenity, standard of accommodation, sustainable construction and CIL contributions.

### **4 Appraisal**

#### **Principle of Development**

**National Planning Policy Framework (NPPF) (2018), Policies KP1, KP2, CP1, CP3, CP4, and CP8 of the Southend-on-Sea Core Strategy (2007), Policies DM1, DM3, DM8, DM10, DM11 and DM15 of the Southend-on-Sea Development Management Document (2015) and the advice contained within the Southend-on-Sea Design and Townscape Guide (2009)**

- 4.1 Government guidance contained within the National Planning Policy Framework (NPPF) (2018) encourages effective use of land by re-using land that has been previously developed.
- 4.2 The site appears to have a lawful use as a commercial use and appears to have been last used as a store in association with the B1 use. Therefore, the principle of development will be assessed against Policy CP1 and CP8 of the Core Strategy and Policy DM11 of the Development Management Document. These policies seek to retain employment land to prevent the loss of employment within the Borough.
- 4.3 Core Strategy Policy KP1 (Spatial Strategy) seeks to promote sustainable development, and Policy KP2 (Development Principles) seeks to direct the siting of development through a sequential approach and seeks the best use of previously developed land. Policy CP8 relates to the provision of new dwellings in the Borough. Furthermore Policy DM3 of the Development Management Document seeks the efficient and effective use of land.
- 4.4 Policy DM11 of the Development Management Document sets out that proposals for alternative uses on sites used (or last used) for employment purposes will only be permitted where it can be demonstrated that;
- (i) it will no longer be effective or viable to accommodate the continued use of the site for employment purposes; or
  - (ii) Use of the site for B2 or B8 purposes gives rise to unacceptable environmental problems.

- 4.5 The applicant states, at paragraph 7.2 of the submitted Design, Access and Planning Statement that the current structure has last been used as ancillary overflow storage to a former business which has now closed and the current building has no welfare or sanitary facilities to support a workforce. Its location within close proximity of residential properties would restrict any activity at the site making its lawful employment use limited.
- 4.6 A fallback position of the conversion to residential through permitted development forms a material consideration in the determination of the application. However, due to the prior approval process which would be required, this is given little weight.
- 4.7 Notwithstanding this, Government advice currently states that all sites should be examined in order to determine their potential for redevelopment for residential purposes. It should also be noted that Government Policy is to maximise the use of urban land. Taking into account the above factors, there is no objection in principle to the conversion of the building to residential within this site.
- 4.8 From this basis, subject to the detailed considerations that will be undertaken below, it is considered that the policy framework supports the broad principle of undertaking residential development at this site.
- 4.9 It is acknowledged that the site is in poor condition. It is in a residential area surrounded by dwellinghouses and the proposed residential use is considered to conform to the local area which is predominantly residential. The site is located within a built-up area and in close proximity to services and transport links. The development would occupy previously developed land. This is therefore a sequentially preferable location for this type of development.
- 4.10 Further assessment of the material considerations are below. However, the residential development is considered to be acceptable in principle.

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

**National Planning Policy Framework (NPPF) (2018), Policies KP1, KP2 and CP4 of the Southend-on-Sea Core Strategy (2007), Policies DM1 and DM3 of the Southend-on-Sea Development Management Document (2015) and the advice contained within the Southend-on-Sea Design and Townscape Guide (2009)**

- 4.11 It should be noted that good design is a fundamental requirement of new development to achieve high quality living environments. Its importance is reflected in the NPPF, in the Policies KP2 and CP4 of the Core Strategy and also in Policy DM1 of the Development Management Document. The Design and Townscape Guide also states that *“the Borough Council is committed to good design and will seek to create attractive, high-quality living environments.”*
- 4.12 Paragraph 127 of the National Planning Policy Framework 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.

- 4.13 Overall the redevelopment of the existing building is encouraged as the existing building does little to enhance the character and appearance of the area. Its appearance is tired and redundant and does not contribute positively to the character and appearance of the site or the streetscene.
- 4.14 The surrounding area is predominantly characterised by two storey traditional semi-detached and terrace dwellinghouses, although there are more modern blocks of flats fronting London Road to the south of the site.
- 4.15 The proposed development, including the replacement brickwork single storey lean-to extension and the alteration and addition of aluminium windows and doors is considered to be acceptable as they would bring life back into the vacant building and would appear consistent with the character and appearance of the building and the wider area. The use of materials matching that of the existing also ensures the new additions are in keeping with the building.
- 4.16 No objection is raised in relation to the introduction of a 0.9m high boundary wall with planting at the site's frontage as this would provide defensible space between the highway and the residential building and would reinforce a residential character.
- 4.17 In light of the above, it is considered that the proposed development would not be out of keeping with the urban grain in this location and would not have a detrimental impact on the character and appearance the existing building or the area more widely. The development is therefore acceptable in these regards and policy compliant.

### **Impact on Neighbouring Properties**

#### **National Planning Policy Framework (NPPF) (2018), Policies KP1, KP2 and CP4 of the Southend-on-Sea Core Strategy (2007), Policies DM1 and DM3 of the Southend-on-Sea Development Management Document (2015) and the advice contained within the Southend-on-Sea Design and Townscape Guide (2009)**

- 4.18 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.
- 4.19 Policy KP2 of the Core Strategy seeks to secure improvements to the urban environment through quality design. Policy CP4 seeks to maintain and enhance the amenities, appeal and character of residential areas.
- 4.20 The Design and Townscape Guide also states that *"the Borough Council is committed to good design and will seek to create attractive, high-quality living environments"* and 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"*.

- 4.21 The application site is located between residential development to the north and south; 1 Northview Drive to the north and 555 London Road to the south. To the rear of the site is a car park.
- 4.22 The proposed development would reduce the amount of built form on site, replacing the existing lean-to addition with a smaller lean-to extension. Due to its modest size, scale, bulk and height, it is not considered that this part of the proposed development would be to the detriment of the amenities of the surrounding residential occupiers from an obtrusive or overbearing form of development, an unacceptable sense of enclosure or a material loss of light or privacy.
- 4.23 In terms of additional openings, no additional first floor windows would be introduced into the building. The bedroom window to the north elevation at first floor is not considered to result in material harm to the nearest neighbouring occupiers at 1 Northview Drive due to its distance of approximately 6 metres. Rooflights are proposed to the north and south roof slopes which would serve a bathroom and a staircase. As these do not serve habitable rooms and due to distances to the neighbouring dwellings of approximately 6 and 7 metres, no issues are raised in relation to overlooking or a material loss of privacy to the occupiers of neighbouring properties.
- 4.24 The proposed rear courtyard for the enjoyment of the future occupiers would be enclosed within the site by the existing boundary wall and therefore no issues would arise in relation to overlooking or a loss of privacy.
- 4.25 Furthermore, it is considered that the levels of activity, including the comings and goings of people and potential noisy activities which could be undertaken at the application site under the lawful commercial use of the site are greater than that associated with the proposed residential use of the site.
- 4.26 The development is found to be acceptable and policy compliant on neighbour amenity grounds in all relevant regards.

### **Standard of Accommodation**

**National Planning Policy Framework (NPPF) (2018), Policies KP1, KP2 and CP4 of the Core Strategy 2007, Development Management Document 2015 Policies DM1, DM3 and DM8, the Design and Townscape Guide (2009) and National Technical Housing Standards (2015).**

- 4.27 One of the planning principles of the NPPF is that the planning system should “*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 (2015) that have been published by the government which are set out as per the below table:
- Minimum property size for a 1 storey dwelling, 1 bedroom (2 persons) 50sqm and 2sqm of built in storage and at least one double bedroom (58sqm for 2 storeys)

- 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.

4.28 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.

4.29 The proposed residential units would measure;

- 1 x 1 bed, 2 person maisonette – 58.48m<sup>2</sup> (14.38m<sup>2</sup> bedroom) / 7.67m<sup>2</sup> amenity space;
- 1 x 1 bed, 2 person ground floor flat – 50.09m<sup>2</sup> (13.65m<sup>2</sup> bedroom) / no amenity space

4.30 The flats are in excess of the minimum national standards in relation to overall sizes and bedroom sizes. All areas of the flats would gain a good level of natural light from their openings. It is considered that the proposed residential units would provide suitable living accommodation for future occupants in line with the National Planning Policy Framework, policies KP2 and CP4 of the Core Strategy, policies DM1, DM3 and DM8 and the National Technical Housing Standards and advice contained within the Design and Townscape Guide.

- 4.31 Policy DM8 of the Development Management Document (2015) states *'that all new dwellings must make provision for useable private outdoor amenity space for the enjoyment of intended occupiers; for flatted schemes this can take the form of a balcony or semi-private communal amenity space'*.
- 4.32 The Design and Townscape Guide (2009) states: *"Outdoor space significantly enhances the quality of life for residents and an attractive useable garden area is an essential element of any new residential development"*.
- 4.33 The required amount of amenity space for a development will be determined on a site by site basis taking into account local parks and open space and the constraints of the site. Developments that provide little or no private amenity space will only be acceptable in exceptional circumstances and will be required to justify their reasons. Policy DM8 of the Development Management Document states that all new dwellings must make provision for useable private outdoor amenity space for the enjoyment of intended occupiers; for flatted schemes this can take the form of a balcony or semi-private communal amenity space.
- 4.34 The development provides an external courtyard amenity space of approximately 7.5m<sup>2</sup> which is considered acceptable and would provide a small sitting out area at for the enjoyment of the occupiers of the maisonette. There is no private amenity space proposed for the ground floor unit. However, the site is located within a sustainable area close to a full range of services and facilities and short walking distances to public open and recreational spaces such as Chalkwell Park.
- 4.35 Furthermore, the one bedroom nature of the proposed residential units would not be suitable for families or larger households which would require a dedicated private amenity space. On balance, the external amenity provision is considered acceptable.
- 4.36 Policy DM8 states that developments should meet the Lifetime Homes Standards unless it can be clearly demonstrated that it is not viable and feasible to do so. Lifetime Homes Standards have been dissolved, but 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.
- 4.37 By reason of being a conversion it is considered that it would be unfeasible to require the development to accord with the abovementioned standards. On this basis it is considered that the application should not be refused on the grounds that it has not been demonstrated that the development would accord with Part M of the Building Regulations.
- 4.38 It is noted that the proposed bin store would be located at the front of the site, not directly but slightly in front of a bedroom window. It is considered that the details could be conditioned in order to ensure that enclosed storage is implemented in order to ensure that this does not give rise to smells etc. for the future occupiers and is acceptable on visual amenity grounds.



- 4.39 Subject to such conditions and for the reasons above it is considered that the proposed development would not result in overdevelopment of the site and would result in a good standard of accommodation in compliance with the provisions of the National Planning Policy Framework 2018, Policy KP2 and CP4 of the Core Strategy (2007), policies DM1, DM3 and DM8 of the Development Management Document (2015) and advice contained within the adopted Design and Townscape Guide (2009).

### **Traffic and Transport**

#### **National Planning Policy Framework (2018), Policies KP2 and CP3 of the Southend-on-Sea Core Strategy (2007), Policy DM15 of the Southend-on-Sea Development Management Document (2015) and the advice contained within the Southend-on-Sea Design and Townscape Guide (2009)**

- 4.40 Policy DM15 of the Development Management Document (2015) states: *“All development should meet the parking standards (including cycle parking) set out in Appendix 6. Residential vehicle parking standards may be applied flexibly where it can be demonstrated that the development is proposed in a sustainable location with frequent and extensive links to public transport and/ or where the rigid application of these standards would have a clear detrimental impact on local character and context. Reliance upon on-street parking will only be considered appropriate where it can be demonstrated by the applicant that there is on-street parking capacity”*.
- 4.41 The adopted Vehicle Parking Standards state that at least one car parking space should be provided per dwelling.
- 4.42 No off street parking is currently provided. In accordance with the Development Management Document Policy DM15 a minimum of 1 space per flat would be sought. A B1 employment use of the site would require four off-street parking spaces (1 space per 30sqm for B1 use). Taking into account the existing situation of no parking on site and the requirement for a greater number of vehicles for its existing use as well as the site’s close proximity to public transport and its sustainable location no objection is raised.
- 4.43 Cycle parking is proposed within lockable stores at the north of the building, providing 2 spaces per flat. It is considered that this would successfully accommodate off-street, secure cycle parking without impinging on amenity space or conflicting with highway or pedestrian safety or the free flow of traffic.
- 4.44 Subject to conditions, the development is found to be acceptable on highway and parking grounds and is therefore policy-compliant in these regards.

### **Sustainability**

#### **National Planning Policy Framework 2018, Policy KP2 of the Southend-on-Sea Core Strategy (2007), Policy DM2 of the Southend-on-Sea Development Management Document (2015) and the advice contained within the Southend-on-Sea Design and Townscape Guide (2009)**

- 4.45 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”.*
- 4.46 Policy DM2 of the Development Management Document is clear that there is an identified need for increased water efficiency measures to be integrated into new developments to take account of the water resourcing issues identified in Essex. On a national level, the NPPF states that in order to support a low carbon future, Local Planning Authorities should set sustainability standards in a way consistent with the Government’s zero carbon buildings policy and adopt nationally described standards.
- 4.47 The provision of renewable energy resources and water efficient design measures should be considered at the earliest opportunity to ensure an intrinsic design. Photovoltaic panels are proposed to the southern roof slope. Due to the lack of detail submitted it is considered appropriate to include a condition to any positive decision in order to ensure at least 10% of the energy needs of new development come from on-site renewables.
- 4.48 Similarly, an appropriate condition in relation to the installation of water efficient fittings and features could be imposed to any positive decision.

## **Community Infrastructure Levy (CIL)**

### **Charging Schedule 2015**

- 4.49 This application is CIL liable and there will be a CIL charge payable. In accordance with Section 70 of the Town and Country Planning Act 1990 (as amended by Section 143 of the Localism Act 2011) and Section 155 of the Housing and Planning Act 2016, CIL is being reported as a material ‘local finance consideration’ for the purpose of planning decisions.
- 4.50 The proposed development includes a gross internal area of 90.75sqm, which may equate to a CIL charge of up to £2,185.26 (subject to confirmation). Any existing floor area that is being retained/demolished that satisfies the “in-use building” test, as set out in CIL Regulation 40, may be deducted from the chargeable area thus resulting in a reduction in the chargeable amount.

## **5 Conclusion**

- 5.1 Having taking all material planning considerations into account, it is found that the proposed development would be acceptable and compliant with the objectives of the relevant development plan policies and guidance. The proposal would not result in the significant loss of active, useable employment floorspace, or the availability of employment land, would not result in demonstrable harm to the amenities of neighbouring occupiers and the character and appearance of the application site, the street scene and the locality.

The proposal provides adequate amenities for future occupiers and is also acceptable on parking and highways grounds, and is recommended for approval, subject to conditions.

## **6 Planning Policy Summary**

- 6.1 National Planning Policy Framework (2018)
- 6.2 The Southend-on-Sea Core Strategy (2007): Policies KP1 (Spatial Strategy) KP2 (Development Principles) CP1 (Employment Generating Development) CP3 (Transport and Accessibility) CP4 (Environment & Urban Renaissance) CP8 (Dwelling Provision)
- 6.3 The Southend-on-Sea Development Management Document (2015): Policies DM1 (Design Quality) DM3 (The Efficient and Effective Use of Land) DM8 (Residential Standards) DM10 (Employment Sectors), DM11 Employment Area, DM15 (Sustainable Transport Management)
- 6.4 The Southend-on-Sea Design & Townscape Guide (2009)
- 6.5 Design & Townscape Guide (2009)
- 6.6 Community Infrastructure Levy Charging Schedule 2015
- 6.7 Technical Housing Standards – Nationally Described Space Standard (2015)

## **7 Representation Summary**

### **Traffic and Transportation**

- 7.1 No objection. Comments; There are no highway objections to this proposal the site benefits from being in a sustainable location with regard to public transport with good links in close proximity. The application has provided secure cycle parking which provides an alternative travel option. The applicant will be required to contact highways to reinstate the existing vehicle access back to the footway using the council's contractor. It is considered that the change of use would represent a reduction in vehicle movements associated with the site.

### **Environmental Health**

- 7.2 No objection subject to conditions in relation to construction hours and no burning of waste. [Officer comment: burning of waste is covered by separate legislation].

### **Public Consultation**

- 7.3 A site notice was displayed and 12 neighbours were notified of the proposal. One letter of representation has been received which raises the following objections;

- Improvement to appearance but overdevelopment of area;
- No off-street parking;

- Impact on air quality.

7.4 Officer comment: These concerns are noted and they have been taken into account in the assessment of the application. However, they are not found to represent a reasonable basis to refuse planning permission in this instance.

## **8 Relevant Planning History**

None

## **9 Recommendation**

### **9.1 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: 18-555LR-01/B, 18-555LR-02/C, 18-555LR-03.**

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

**03. No part of the development shall be occupied until full details of the refuse and recycling facilities have been submitted to and agreed in writing by the Local Planning Authority. The refuse and recycling facilities shall be implemented and made available for use in accordance with the approved details before first occupation of any of the development and shall be permanently maintained thereafter.**

**Reason: To ensure that satisfactory refuse and recycling facilities are provided at the site in the interest of sustainability and amenity in accordance with the National Planning Policy Framework (2018), Core Strategy (2007) Policy KP2, Policies DM1 and DM8 of the Development Management Document (2015) and the Design and Townscape Guide (2009).**

**04. The dwellings hereby approved shall incorporate 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 (lppd) (110 lppd when including external water consumption), including measures of water efficient fittings, appliances and water recycling systems such as grey water and rainwater harvesting before they are occupied.**

**Reason: To minimise the environmental impact of the development through efficient use of water in accordance with the National Planning Policy Framework, Policy KP2 of the Southend-on-Sea Core Strategy**

**(2007), Policy DM2 of the Southend-on-Sea Development Management Document (2015) and the advice contained within the Southend-on-Sea Design and Townscape Guide (2009).**

- 05. Prior to occupation of the development hereby approved details of energy efficiency and other sustainability measures to be included in the scheme, including the provision of at least 10% of the energy needs of the development hereby approved being provided from onsite renewable sources, shall be submitted to, agreed in writing by the Local Planning Authority and implemented on site in accordance with the agreed details.**

**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 and CP4, and SPD1 (Design and Townscape Guide).**

- 06. All new work to the outside of the building must match existing original work in terms of the choice of materials, method of construction and finished appearance. This applies unless differences are shown on the drawings hereby approved or are required by conditions to this permission.**

**Reason: To safeguard character and appearance of the site and the surrounding area in accordance with the National Planning Policy Framework, Policies KP2 and CP4 of the Core Strategy 2007, Policy DM1 and DM3 of the Development Management Document 2015 and the Design and Townscape Guide 2009.**

- 07. No part of the development shall be occupied until lockable, secure cycle parking has been provided on site in accordance with drawing 18-555LR-03 for 4 cycles to be parked. The spaces shall be made available for use prior to first occupation of the dwellings hereby approved and shall be permanently retained thereafter for cycle parking of occupiers of the development hereby approved and their visitors.**

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

- 8. The proposed rooflights in the north and south roof slopes shall only 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 to a minimum height 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.**

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

- 9. The proposed first floor side bedroom windows shall only 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, 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.**

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

- 10. Construction hours shall be restricted to 8am – 6pm Monday to Friday, 8am – 1pm Saturday and not at all on Sundays or Bank Holidays.**

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

- 11. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be fully adhered to throughout the construction period. The Statement shall provide, amongst other things, for:**
- i) the parking of vehicles of site operatives and visitors;**
  - ii) loading and unloading of plant and materials;**
  - iii) storage of plant and materials used in constructing the development;**
  - iv) the erection and maintenance of security hoarding(s) as may be required.**

**Reason: A pre-commencement condition is needed in the interests of visual amenity and the amenities of neighbouring occupiers pursuant to Policy CP4 of the Core Strategy (2007) and Policies DM1 and DM3 of the Development Management Document (2015).**

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.

### **Informatives**

- 1. Please note that the development the subject of this application is liable for a charge under the Community Infrastructure Levy Regulations 2010 (as amended). A Community Infrastructure Levy (CIL) Liability Notice will be issued as soon as practicable following this decision notice. 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).**
- 2. You should be aware that in cases where damage occurs during construction works to the highway in implementing this permission that Council may seek to recover the cost of repairing public highways and footpaths from any party responsible for damaging them. This includes damage carried out when implementing a planning permission or other works to buildings or land. Please take care when carrying out works on or near the public highways and footpaths in the borough.**
- 3. The applicant is reminded to make contact with the Council's highways department in relation to reinstating the vehicular access.**