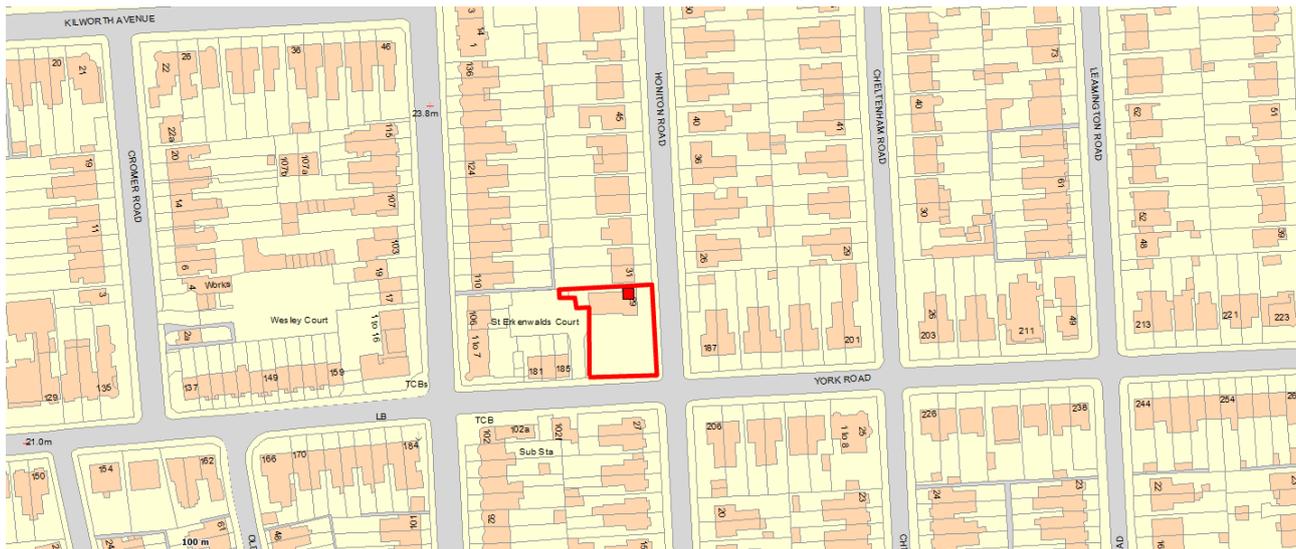


Reference:	20/01990/FUL	
Ward:	Kursaal	
Proposal:	Erect three storey side extension with loft conversion to form 3 additional self-contained flats, layout parking, amenity space, bin and cycle storage and extend existing vehicle crossover onto Honiton Road	
Address:	29 Honiton Road, Southend-On-Sea, Essex, SS1 2RY	
Applicant:	Mr Henry Gover	
Agent:	Stone Me Design Ltd	
Consultation Expiry:	05.01.2021	
Expiry Date:	05.02.2021	
Case Officer:	Scott Davison	
Plan Nos:	01, 02, 04, 05, 06, 07, 08 09, 10 & Tree Protection Plan	
Recommendation:	GRANT PLANNING PERMISSION	



1 Site and Surroundings

- 1.1 The application site is located on the western side of Honiton Road, at its junction with York Road. It is presently occupied by, a two storey detached building comprised of six self-contained flats (Class C3) formerly used as Vicarage known as Ashbridge House. The eastern elevation of the building fronts Honiton Road and the southern elevation of the building is set back some way from the York Road frontage with a landscaped area largely laid to lawn and some trees. There is an existing vehicle crossover on to Honiton Road.
- 1.2 The surrounding area is residential, characterised largely by two storey semi-detached and terraced dwellings some of which have been converted into flats and some purpose built flats including a recent three storey flatted development to the west of the site.
- 1.3 The site is not within flood zones 2 or 3 or located within a Conservation Area and there are no site specific planning policies.

2 The Proposal

- 2.1 Planning permission is sought to erect a three storey extension and to convert the loft space, in order to form 3 additional flats and to increase the floorspace of two existing flats. It is also proposed to layout two parking areas, amenity space and refuse and cycle storage areas.
- 2.2 The proposed three storey rear extension would be a maximum of 17.1m wide, 10.9m deep and 9.9m high with a new entrance porch to the York Road elevation.
- 2.3 The extension is of a design that seeks to replicate the existing building and would be constructed of facing brick and tiles. The roof would be a hybrid form with pitched roof sections and a small section of crown roof. The roof slopes would include rooflights and a south facing dormer.

The internal floorspace of the proposed three flats is as follows:

- Flat 4-63sqm (two bedrooms 12.5 sqm & 10.6 sqm, three person)
- Flat 8-74sqm (two bedrooms, 12.8 sqm & 11.5 sqm four person)
- Flat 9-92 sqm (two bedrooms 21.3 sqm & 20.1 sqm, four person).

The existing flat 3 would be increased from 31 sqm to some 60 sq.m, forming a one person, one-bedroom flat. The proposed flat 7 (formally flat 6) would be increased from a one-person flat measuring 31.sqm, to a two-bed, three-person flat measuring some 69 sqm.

- 2.4 Two on site car parking areas are proposed. 7 spaces would be accessed from York Road from a new 4.8m wide crossover. 2 spaces would be accessed from an existing crossover in Honiton Road that would be increased in width to 4.8m. New refuse storage facilities and cycle storage facilities are proposed. The existing landscaped area to the southern side of the existing building would be reduced in size from some 500 sqm to some 230 sqm and a number of trees would be removed.

3 Relevant Planning History

- 3.1 14/01522/AMDT-Application to remove condition 04 of planning permission 14/00020/FUL dated 10/03/14 (the flats shall be occupied by persons requiring supported living only and shall not be sold or let as market housing). Approved.
- 3.2 14/00020/FUL - Convert residential care home (Class C2) into six self-contained flats (Class C3) and layout parking (amended proposal). Approved
- 3.3 13/01006/FUL - Convert residential care home (Class C2) into six self-contained flats (Class C3) and layout parking. Refused.

4 Representation Summary

Public Consultation

- 4.1 Councillor Dent has called the application in for consideration by the Development Control Committee.

31 neighbours were notified, a site notice was displayed. No representations have been received.

Essex Fire

- 4.2 No objections. Applicants advised on installation of sprinkler systems

Parks & Green Spaces

- 4.3 No objections subject to conditions relating to soft landscaping and tree protection measures to be implemented as per the submitted arboricultural report

Environmental Health

- 4.4 No objections subject to construction hours condition

Highways

- 4.5 No objections. The applicant will be required to apply to highways to construct the vehicle crossovers.

5 Planning Policy Summary

- 5.1 The National Planning Policy Framework (NPPF) (2019).
- 5.2 Planning Practice Guidance and National Design Guide (2019).
- 5.3 Core Strategy (2007) Policies KP1 (Spatial Strategy), KP2 (Development Principles), Policy CP3 (Transport and Accessibility) CP4 (Environment and Urban Renaissance) and CP8 (Dwelling Provision).
- 5.4 Development Management Document (2015) Policies DM1 (Design Quality), DM2 (Low Carbon Development and Efficient Use of Resources), DM3 (Efficient and Effective Use of Land), DM7 (Dwelling Mix, Size and Type) DM8 (Residential Standards) DM15 (Sustainable Transport Management).
- 5.5 Design & Townscape Guide (2009).

- 5.6 Community Infrastructure Levy (CIL) Charging Schedule (2015).
- 5.7 National Technical Housing Standards (2015)
- 5.8 RAMS Supplementary Planning Document (2020)
- 5.9 Waste Storage, Collection and Management Guide for New Developments (2019).

6 Planning Considerations

- 6.1 The main considerations in the determination of this application are the principle of the development, design, the impact on residential amenity, the standard of accommodation for future occupiers, traffic and highways issues, CIL implications and RAMS considerations.

7 Appraisal

Principle of the development

- 7.1 This proposal is considered in the context of the relevant Council policies relating to new development and design. Also of relevance are the National Planning Policy Framework including section 12 (Achieving well-designed places) and Core Strategy Policies KP2, CP4 and CP8.
- 7.2 Policy KP2 of the Core Strategy requires that all 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 of the Core Strategy identifies the need of 6,500 homes to be delivered within the whole Borough between 2001 and 2021 and that the intensification of the use of land should play a significant role in meeting the housing needs of the Southend Borough, providing approximately 40% of the additional housing that is required to meet the needs of the Borough.
- 7.3 Policy DM3 of the Development Management Document promotes *“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.”*
- 7.4 Policy DM3 of the Development Management Document states:
“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.*

7.5 Policy DM3 of the Development Management Document states:

“Alterations and additions to a building will be expected to make a positive contribution to the character of the original building and the surrounding area through:

(i) The use of materials and detailing that draws reference from, and where appropriate enhances, the original building and ensures successful integration with it; and

(ii) Adopting a scale that is respectful and subservient to that of the original building and surrounding area; and

(iii) Where alternative materials and detailing to those of the prevailing character of the area are proposed, the Council will look favourably upon proposals that demonstrate high levels of innovative and sustainable design that positively enhances the character of the original building or surrounding area.”

7.6 The principle of extensions and alterations to the building to form additional residential development is considered to be acceptable subject to detailed consideration as set out below.

Design and Impact on the Character of the Area

7.7 Good design is a fundamental requirement of new development. Its importance is reflected in the NPPF, in Policies KP2 and CP4 of the Core Strategy and also in Policies DM1 and DM3 of the Development Management Document.

7.8 Policy KP2 of the Core Strategy advocates the need for all new development to *“respect the character and scale of the existing neighbourhood where appropriate and secure improvements to the urban environment through quality design”*. Policy CP4 of the Core Strategy requires that development proposals should *“maintain and enhance the amenities, appeal and character of residential areas, securing good relationships with existing development, and respecting the scale and nature of that development”*.

7.9 Policy DM1 of the Development Management Document states that all 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”*.

7.10 Policy DM3 (1.) advises 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.

7.11 The proposed development would result in a greater coverage of the site, however, the extension would be set back from the highway and the scale of frontage, use of traditional materials and entrances to the street would provide an active frontage to the building. The scale and form of the proposed development in the street scene would be comparable to surrounding dwellings and flatted development.

The proposed extension draws reference from the existing building in terms of the roof form, eaves height and detailing including the proposed windows openings that would comparable in size and proportions to the existing building.

- 7.12 The proposal would include a single section of crown roof to the southern side of the building set between two projecting gables features and a mono pitched dormer. There is a variety of roof shapes and forms in York Road and Honiton Road. The crown roof element would be evident in the streetscene as a result of the open area to the south however, in this instance the hybrid pitched/crown roof form of the proposed development would not appear as a prominent feature when viewed from the street scene, surrounding dwellings or garden areas. The dormer proposed in this instance would be set up from the eaves, down from the ridge and set away from other features in the roof. Given the other examples of crown roofs and dormers in the area, the proposed development would not be incongruous or materially out of keeping. On balance, the proposed development would integrate satisfactorily with the existing building and is not considered to be a dominant nor visually obtrusive feature. Given the roof forms locally and the proposed roof form would satisfactorily maintain the character and appearance of the building and the wider street scene in this instance.
- 7.13 The proposed materials include yellow facing brick to match the existing building, stone surrounds to the window and UPVC windows and composite doors and details can be controlled by condition
- 7.14 Areas to the front and side of the site would be given over to car parking. Seven spaces would be located to the York Road side of the site and accessed from a new 4.8m wide crossover. The introduction of the parking spaces to part of the frontage would have a negative impact on the character of the area resulting in the loss of part of the existing soft landscaped area.
- 7.15 A number of trees would be removed as a result of the proposal. An arboricultural report has been submitted and recommends that two trees (T4 and T5 cypress and cherry) will need to be removed because they will be directly impacted by the construction of the extension to the building. The report also recommends that two groups of leylandii (G1 – G3) be removed, because their retention could cause future damage to the boundary wall, and as part of the application scheme better and more suitable tree planting could be installed to replicate the screening and softening within the built environment. Other trees within the site would be retained and protected during development. The trees to be removed are of limited quality and there is scope within the site to provide adequate replacement planting therefore no objection is raised to the loss of the trees as proposed.
- 7.16 Parking spaces and a vehicle crossover were accepted previously in application Ref: 14/00020/FUL and no objections are raised on this basis. There are existing spaces to the Honiton Road side of the building and two spaces would be formally laid out. An existing vehicle crossover would be widened to 4.8m. Details of hard and soft landscaping and replacement planting can also be secured by condition and subject to a further condition requiring tree protection measures in accordance with the arboricultural impact assessment it is considered that the proposal would not adversely impact on the trees to be retained.

- 7.17 The proposed development would be acceptable and policy compliant in the above regards.

Impact on Neighbouring Properties

- 7.18 Paragraph 343 of The Design and Townscape Guide (2009), under the heading of Alterations and Additions to Existing Residential Buildings states, amongst other criteria, that extensions and alterations 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 Document 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.”*
- 7.19 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.
- 7.20 In regard to the impact of the proposed three storey extension to the building, the extension would project closer to the adjacent property to the south west fronting onto York Road. The separation distance to the shared boundary varies due to the footprint of the extension however there is a service road between the location of the proposed development and the neighbouring building with a gap of approximately 13m and 17m to the flank and rear of that building. The relationship of the proposed extension is sufficient to avoid any material harm caused to the neighbours' residential amenity in regard to overlooking, loss of privacy, creation of overbearing relationships or undue sense of enclosure, loss of light or outlook, overshadowing.
- 7.21 The proposed development is not considered to result in loss of privacy or overlooking of the front elevations of the buildings to the east of the site in Honiton Road given separation distances which are in excess of 20m. It is not considered that the proposed development would give rise to any detrimental overbearing, perceived or actual dominant impacts upon the residential properties to the east of the site.
- 7.22 The proposed development is not considered to result in loss of privacy or overlooking of the front elevations of the buildings to the south of the site in York Road given separation distances which are in excess of 25m. It is not considered that the proposed development would give rise to any detrimental overbearing, perceived or actual dominant impacts upon the residential properties to the west of the site.

7.23 The proposed extension with three new flats would result in more people using the application site and this might cause some limited additional noise and disturbance in general, in particular to occupiers of the existing 6 flats within No.29 Honiton Road. Given that the site is within a built-up area and sound transmission is a matter for building regulations and environmental health legislation, in this instance it is considered that the potential for any increased disturbance is unlikely to cause material harm to the amenities of nearby occupiers to an extent that would justify the refusal of the application on those grounds.

7.24 The development is considered to be acceptable and policy compliant in the above regards.

Standard of Accommodation:

7.25 Paragraph 127 of the NPPF states that "Planning policies and decisions should ensure that developments: create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users". 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 2 bedroom, 3 person dwelling (one storey) is 61 sqm
-
- -Minimum property size for a 2 bedroom, 4 person dwelling (one storey) is 70 sqm.

Bedroom Sizes: The minimum floor area for bedrooms to be no less than 7.5sqm for a single bedroom with a minimum width of 2.15m; and 11.5sqm 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. These include standards requiring suitable space for drying clothes, as well as private outdoor amenity, where feasible and appropriate to the scheme, suitable, safe cycle storage with convenient access to the street frontage and refuse facilities.

7.26 The gross internal floorspace for the proposed dwellings and bedroom sizes would exceed the minimum sizes required by the technical housing standards. All habitable rooms will be provided with sufficient windows and openings to provide adequate light, ventilation and outlook. The extended flat 7 would meet the space standard for a 2 bed 3 person flat. In regard to flat 3, the existing flat at some 31 sqm does not presently meet the space standard for a one bedroom, one person.

The extension would result in a 1-bedroom, 1-person unit of some 60 sqm. A new flat of this size floor area would normally be considered as capable of accommodating two persons however the bedroom would not meet the standard to be considered as a double bedroom. The acceptability or otherwise of the internal accommodation is a balanced judgement and in this the proposed development would be compliant with the technical housing standards in all other respects and on balance, it is considered unreasonable to refuse the application on this basis. The proposed development would result in the loss of windows to existing flats on the south facing elevation however this would be mitigated by the provision of new windows within the proposed extension

- 7.27 The Council has no adopted standards for amenity space provision and policy DM8 states, “*Residential schemes with no amenity space will only be considered acceptable in exceptional circumstances*”. The submitted plans show no formal external amenity space however part of the existing landscaped area to the south of the building would be retained as would two trees located close to the York Road site boundary. The lack of formal amenity space to serve the new flats is a negative aspect of the proposed development. Having regard to the existing site characteristics and amenity space provision and the neighbouring flatted development of the area and the higher-density form of accommodation typically found in the town centre where a lack of amenity space might be expected, this lack of amenity space is not considered to justify a reason for refusal.
- 7.28 The location of the existing wheeled waste bins is shown to the Honiton Road frontage of the development. The location of an enlarged and enclosed waste storage area is shown in the same part of the site which would accommodate 2 no. recycling containers, 2 no. waste containers and 1 no. food waste container. This is close to main habitable windows of ground floor flat 1 and the increase could result in some increased noise and disturbance for occupants of that flat. However, given the position of the existing waste facilities, on balance it is not considered that this would be materially harmful to the occupants of the flat.
- 7.29 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. The Design & Access statement states that access to the development would have a level threshold to the ground floor accommodation; however, there is no further information to indicate that the remainder of the development would comply with Part M standards of the Building Regulations. The requirements of Part M do not apply to ‘extensions to dwellings’ therefore Part M will not apply to flat 3 (GF), flat 7 (FF) or flat 9 (2nd floor) as these are extensions to existing flats and flat 9 partly extends over the existing building. In regard to flat 4, it is not an extension to the existing building and would be a new dwelling in its own right and would be required to comply with Part M. Flat 8 is a new dwelling but would be accessed by an existing staircase and would be required to meet the requirements of M4(1). This matter can be covered by condition.
- 7.30 The development is therefore considered acceptable and policy compliant in the above regards.

Traffic and Transport Issues

- 7.31 Policy DM15 of the Development Management Document 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”.*
- 7.32 Policy DM15 of Development Management Document states that more flexibility will be given dependant on how sustainably the site is located with access to public transport. Southend Central railway station to the west and the bus station to the south east are within reasonable walking distance of the site.
- 7.33 A total of nine parking spaces would be provided for the proposed development which would be policy compliant. Seven spaces would be to the York Road side of the site and accessed from a new 4.8m wide crossover. Parking spaces and a vehicle crossover were accepted previously in application Ref: 14/00020/FUL in a similar layout and no objection is raised on this basis. There are existing spaces to the Honiton Road side of the building and two additional spaces be formally laid out. An existing vehicle crossover would be increased in width from 2.8m to 4.8m.
- 7.34 Residential cycle storage facilities indicated are shown on the plans, but full details are required. Details can be secured by a planning condition.
- 7.35 The proposal is acceptable and policy compliant in the above respects.

Sustainability

- 7.36 Policy KP2 of the Core Strategy requires that *“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 the Design and Townscape Guide, wherever feasible. How the development will provide for the collection of re-usable and recyclable waste will also be a consideration”.* Policy DM2 of the Development Management Document also states that *“to ensure the delivery of sustainable development, all development proposals should contribute to minimising energy demand and carbon dioxide emissions”* No details have been submitted in relation to the details of provision of renewables on site. It is considered that can be addressed through the imposition of a condition.
- 7.37 Policy DM2 (iv) of the Development Management Document requires all new development to provide *“water efficient design measures that limit internal water consumption to 105 litres per person per day (ldp) (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.”* No information has been submitted but this could be achieved by condition. .

7.38 The proposal is therefore acceptable and policy compliant in the above regards

Community Infrastructure Levy (CIL)

7.39 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. The proposed development includes a gross internal area of 329 sqm, which may equate to a CIL charge of approximately £8, 428 98 (subject to confirmation). Any existing floor area that is being retained/demolished that satisfies the 'in-use building' test, as set out in the CIL Regulations 2010 (as amended), may be deducted from the chargeable area thus resulting in a reduction in the chargeable amount.

Essex Coast Recreational disturbance Avoidance Mitigation Strategy (RAMS)

7.40 The site falls within the Zone of Influence for one or more European designated sites scoped into the emerging Essex Coast Recreational disturbance Avoidance Mitigation Strategy (RAMS). It is the Council's duty as a competent authority to undertake a Habitats Regulations Assessment (HRA) to secure any necessary mitigation and record this decision within the planning documentation. Any new residential development has the potential to cause disturbance to European designated sites and therefore the development must provide appropriate mitigation. This is necessary to meet the requirements of the Conservation of Habitats and Species Regulations 2017. The RAMS Supplementary Planning Document (SPD), which was adopted by Full Council on 29th October 2020, requires that a tariff of £125.58 (index linked) is paid per dwelling unit. This will be transferred to the RAMS accountable body in accordance with the RAMS Partnership Agreement. The applicant has made this this payment and therefore the ecological implications of the site can be considered acceptable and policy compliant.

8 Conclusion

8.1 Having taken all material planning considerations into account, it is found that subject to compliance with the attached conditions, the proposed development would be acceptable and compliant with the objectives of the relevant development plan policies and guidance. The principle of the development is found to be acceptable and the proposal would provide satisfactory internal living conditions for future occupiers of the proposed flats. The proposal would have an acceptable impact on the amenities of neighbouring occupiers, highway safety and parking and on balance, the character and appearance of the application site, the street scene and the locality more widely. The provision of additional housing is considered to be a public benefit of the scheme. This scheme is therefore recommended for approval subject to conditions.

9 Recommendation

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

- 01 The development hereby permitted shall begin no later than 3 (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 approved plans: 01, 02, 04, 05, 06, 07, 08, 09 & 10,**

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

- 03 Prior to the occupation of the development hereby approved the car parking spaces shall be provided and made available for use in accordance with the details shown on approved plan 1864 02 and shall be permanently retained as such thereafter. The car parking spaces shall be kept available solely for the parking of motor vehicles of occupiers of the dwellings hereby approved and their visitors.**

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 Development Management Document (2015).

- 04 Notwithstanding the details shown on the plans submitted and otherwise hereby approved the development hereby permitted shall not commence other than for groundworks and site preparation works unless and until details and appropriately sized samples of the materials to be used for all the external surfaces of the proposed building at the site including for elevations, brickwork, glazing, doors, windows and roofing materials have been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall be implemented in full accordance with the details and samples approved under this condition before it is occupied.**

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, Core Strategy (2007) Policies KP2 and CP4, Development Management Document (2015) Policies DM1 and DM3, and the guidance contained within the Design and Townscape Guide (2009).

05 Prior to the first occupation of the development hereby approved full details of refuse, recycling and secure bicycle storage facilities for the dwellings hereby approved shall be submitted to and approved in writing by the Local Planning Authority. Prior to first occupation of the development, refuse, recycling and bicycle storage facilities shall be provided at the site in accordance with the approved details and retained in perpetuity thereafter.

Reason: In the interests of residential amenity for future occupants, to ensure the provision of adequate refuse, recycling and cycle storage in the interests of highway safety, residential and visual amenity as set out in the National Planning Policy Framework (2018), Core Strategy (2007) policies KP2, CP3 and CP4 and Policies DM1, DM8 and DM15 of the Development Management Document (2015) and the guidance within the Design and Townscape Guide (2009).

06 Prior to the first occupation of the dwellings hereby approved, full details of both hard and soft landscape works to be carried out at the site must be submitted to and approved in writing by the Local Planning Authority. The hard landscaping works shall be carried out in accordance with the approved details prior to first occupation of the development and the soft landscaping works within the first planting season following first occupation of the development, unless otherwise agreed in writing by the Local Planning Authority. The details submitted shall include, but not limited to:-

- i. means of enclosure, of the site including any gates or boundary fencing;
- ii. car parking layouts;
- iii. other vehicle and pedestrian access and circulation areas;
- iv. hard surfacing materials;
- v. details of the number, size and location of the trees including replacement trees, shrubs and plants to be retained and planted together with a planting specification
- vi. details of measures to enhance biodiversity within the site;

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 pursuant to Policy CP4 of the Core Strategy (2007) and Policy DM1 of the Development Management Document (2015).

07 No site clearance, preparatory work or development shall take place unless and until the measures set out in the report by the Andrew Day Arboricultural consultancy dated 28th October 2019 for the protection of the retained trees (the tree protection plan) and the appropriate working methods (the arboricultural method statement) in accordance with Clause 7 of British Standard BS5837 - Trees in Relation to Construction - Recommendations have been implemented as described and approved.

Reason: A pre-commencement condition is required in the interests of visual amenity and to ensure a satisfactory standard of landscaping, pursuant to Core Strategy (2007) policies KP2 and CP4, Development Management (2015) policies DM1, DM3 and the advice contained in the Design and Townscape Guide (2009).

- 08 A scheme detailing how at least 10% of the total energy needs of the development 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 development. 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 (2007).

- 09 Water efficient design measures as 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 shall be installed and made available for use prior to the first occupation of the development hereby approved and 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, Core Strategy (2007) policy KP2, Development Management Document (2015) policy DM2 and the guidance within the Design and Townscape Guide (2009).

- 10 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 adhered to throughout the construction period. The Statement shall provide 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 including decorative displays and facilities for public viewing, where appropriate**
- v. wheel washing facilities**
- vi. measures to control the emission of dust and dirt during construction**
- vii. a scheme for recycling/disposing of waste resulting from demolition and construction works**

Reason: To minimise the environmental impact and disturbance to existing residents, during construction of the development in accordance with National Planning Policy Framework, Core Strategy (2007) policies KP2 and CP4; and Development Management Document (2015) policies DM1 & DM3

- 11 Notwithstanding the details shown in the plans submitted and otherwise hereby approved none of the buildings hereby granted consent shall be occupied unless and until plans and other appropriate details are submitted to the Local Planning Authority and approved in writing which specify all windows in the proposed dwellings that are to be permanently glazed with obscured glass (to at least Level 4 on the Pilkington Levels of Privacy, or such equivalent) and fixed shut or provided with only a fanlight opening and the manner and design in which these windows are to be implemented. Before the buildings hereby approved are occupied the development shall be implemented in full accordance with the details and specifications approved under this condition and shall be permanently retained as such thereafter.**

Reason: To safeguard the privacy and amenities of occupiers of neighbouring residential properties and the future occupiers of the proposed residential dwellings, in accordance with the National Planning Policy Framework, Core Strategy (2007) policy CP4, Development Management Document (2015) policy DM1 and advice contained in The Design and Townscape Guide (2009).

- 12 Demolition or construction works associated with this permission shall not take place outside 08:00 hours to 18:00 hours Mondays to Fridays and 08:00 hours to 13:00 hours on Saturdays and at no time Sundays or Bank Holidays.**

Reason: In order to protect the amenities of surrounding occupiers and to protect the character the area in accordance with Policies KP2 and CP4 of the Core Strategy (2007) and Policies DM1 and DM3 of the Development Management Document (2015).

- 13 Notwithstanding the details shown on the plans submitted and otherwise hereby approved the development shall be carried out in a manner to ensure that the dwellings labelled flat 04 on plan number 1864 02 complies with the building regulation M4 (2) 'Accessible and Adaptable Dwellings' standard 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 (2019), Core Strategy (2007) policy KP2, Development Management Document (2015) policy DM8 and the advice contained in the Southend Design and Townscape Guide (2009).

- 14 Notwithstanding the details shown on the plans submitted and otherwise hereby approved the development shall be carried out in a manner to ensure that the dwellings labelled flat 8 on plan number 1864 04 complies with the building regulation M4 (1) 'Visitable Dwellings' standard 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 (2019), Core Strategy (2007) policy KP2, Development Management Document (2015) policy DM8 and the advice contained in the Southend Design and Townscape Guide (2009).

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.

Informatives

- 01** Please note that the development the subject of this application is liable for a charge under the Community Infrastructure Levy (CIL) Regulations 2010 (as amended) and it is the responsibility of the landowner(s) to ensure they have fully complied with the requirements of these regulations. A failure to comply with the CIL regulations in full can result in a range of penalties. For full planning permissions, a CIL Liability Notice will be issued by the Council as soon as practicable following this decision notice. For general consents, you are required to submit a Notice of Chargeable Development (Form 5) before commencement; and upon receipt of this, the Council will issue a CIL Liability Notice including details of the chargeable amount and when this is payable. If you have not received a CIL Liability Notice by the time you intend to commence development it is imperative that you contact S106andCILAdministration@southend.gov.uk to avoid financial penalties for potential failure to comply with the CIL Regulations 2010 (as amended). If the chargeable development has already commenced, no exemption or relief can be sought in relation to the charge and a CIL Demand Notice will be issued requiring immediate payment. Further details on CIL matters can be found on the Planning Portal or the Council's website (www.southend.gov.uk/cil).
- 02** 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.
- 03** The granting of this permission does not negate the need for Highways Consent for the permanent vehicular crossings and there is no guarantee that you will automatically be granted Highways Consent for this. Applications for permanent vehicular crossings made under Planning Legislation consider a broader range of criteria in comparison to applications made under Highways legislation. They are separate regimes and different requirements apply to each.