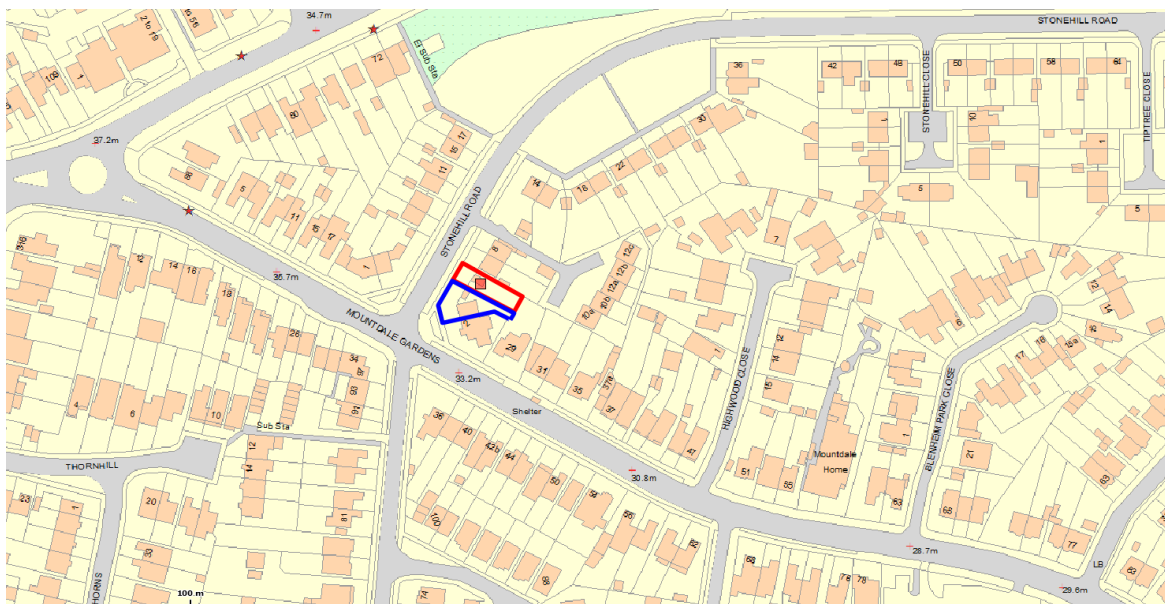


Reference:	21/00769/FUL	
Ward:	Blenheim Park	
Application Type:	Full Application	
Proposal:	Erect detached dwellinghouse with associated amenity space and parking (Amended Proposal)	
Address:	Land Adjacent to 4 Stonehill Road Leigh-On-Sea Essex SS9 4AY	
Applicant:	Mr Shane Henstock	
Agent:	Mr Anthony Maskell	
Consultation Expiry:	3 rd June 2021	
Expiry Date:	23 rd July 2021	
Case Officer:	Oliver Hart	
Plan Nos:	Location Plan Sketch A; Block Plan Sketch C Jan021-001 Amendment 'B'- Existing & Proposed Site Plan; Jan020-017; Existing & Proposed Elevations Sketch D; Roof Plan	
Recommendation:	GRANT PLANNING PERMISSION subject to conditions	



1. Site and Surroundings

- 1.1. The application site is on the eastern side of Stonehill Road, close to the junction with Mounddale Gardens and it is currently part of the private amenity space of No.4 Stonehill Road to the south. The application site presently contains a detached garage which fronts Stonehill Road. An area of hardstanding to the front of the detached garage served by an existing dropped kerb is also noted. This provides an off-street parking space for No.4.
- 1.2. The area is residential in character, comprising predominantly two-storey detached, semi-detached and short terraced dwellings. Stonehill Road is characterised predominantly by rendered properties with clay roof tiles.
- 1.3. There are no designations affecting the application site or the immediate area.

2. The Proposal

- 2.1. Planning permission is sought to demolish the existing detached garage and to erect a two-storey, three-bedroom dwellinghouse (1x double bedroom and 2x single bedrooms) in its place.
- 2.2. The proposed detached dwelling has a rectangular layout with a flat frontage to reflect a pair of semi-detached properties immediately north of the application site (No's 6 & 8 Stonehill Road). The proposed dwelling would have a hipped roof with a maximum height of 7.8m and an eaves height of some 5.35m. It would measure a maximum of 6.5m wide by 8m deep and would have a gross internal area of approx. 83.86sqm. A separation of 1m would be retained to the north flank boundary.
- 2.3. Materials include uPVC windows and doors, clay tiles on the roof and render on the external walls, to match surrounding dwellings.
- 2.4. Private amenity space of approximately 85m² would be provided to the rear.
- 2.5. 2no. off street car parking spaces are shown to the front curtilage of the new dwelling which would be served by an enlarged crossover some 4.88m in maximum width. In addition, a new parking area is proposed to serve the host dwelling (No.4 Stonehill Road) which would enable the provision of 1no. replacement off-street parking space to the front curtilage. This would be served by a new vehicle crossover some 3.6m in maximum width and accessed from Stonehill Road.
- 2.6. This is an amended application following a previous refusal for a similar proposal for a new dwelling (Ref. 20/02228/FUL). This application was refused for the following reasons;

01 The proposed dwelling would fail to meet the minimum space and bedroom size standards as set out in the Technical Housing Standards – Nationally Described Space Standards and therefore would result in an inadequate standard of accommodation detrimental to the amenities of future occupiers. This is unacceptable and contrary to the National Planning Policy Framework (2019), the advice contained within the Technical Housing Standards – Nationally Described Space Standard (2015), Policies KP2 and CP4 of the Core Strategy (2007), Policies

DM1, DM3 and DM8 of Development Management Document (2015), and the advice contained within the Design and Townscape Guide (2009).

02 The proposed development would result in the loss of the sole off-street parking space at the existing dwelling, No.4 Stonehill Road. Consequently, there would be insufficient parking to meet the needs of the occupiers at this address resulting in vehicles parking within the highway to the detriment of highway safety and the free flow of traffic. This is unacceptable and contrary to the National Planning Policy Framework (2019) and policies CP3 of the Core Strategy (2007) and DM15 of the Development Management Document (2015).

03 The development offers no suitable mitigation of the in-combination effect of the net increase of one dwelling on habitats and species in accordance with the Conservation of Habitats and Species Regulations (2017), as identified in the adopted Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy Supplementary Planning Document (2020). This is unacceptable and contrary to the National Planning Policy Framework (2019), Policies KP1, KP2 and CP4 of the Core Strategy (2007), Policies DM3 and DM6 of the Development Management Document (2015) and the guidance contained within the Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy Supplementary Planning Document (2020), which seek to protect the designated habitats and species with specific reference to the coastal environment.

2.7. The most notable amendments from the previous application include;

- Increasing the width of the dwelling by 0.3m (from 6.2m to 6.5m) and subsequently increasing the Gross Internal Area (G.I.A) from 79.3 sqm to approx. 83.86sqm.
- Altering the size and composition of bedrooms so that the potential future occupancy has been reduced from a 3-bed, 5-person dwelling to a 3-bed 4-person dwelling;
- Incorporating off-street parking for 2no. vehicles to the front curtilage of the proposed dwelling and 1no. replacement off street parking space for the original dwelling (No.4 Stonehill Road), served by an enlarged crossover and a new crossover respectively;
- Payment of RAMS.

2.8. The application has been referred to DCC by Councillor Keith Evans.

3. Relevant Planning History

3.1. 20/02228/FUL- Demolish garage, erect two storey dwellinghouse- Refused

3.2. 94/0777- Demolish garage and outbuilding and erect single storey side extension to form granny annex- Granted

4. Representation Summary

Public Consultation

4.1. 5 neighbouring properties were consulted by letter and a site notice was displayed. 3 letters of objection from 1 address have been received. Summary of objections;

- Design concerns- out of character, an eyesore and visual impact. The proposed development would be overdevelopment and overcrowding of the land/garden and will appear overbearing and dominant in the streetscene.

- Parking concerns- Stonehill Road already suffers from lack of parking and this will intensify existing parking issues.
- Amenity concerns.
- Other Matters; No community benefit. No need to build the house. Nuisance, noise and disturbance from construction works and potential detrimental implications for neighbours suffering with ill health if approved. Loss of grass and impact on wildlife.

[Officer Comment] All relevant planning considerations have been assessed within the appraisal section of the report. These concerns are noted and where they relate to planning concerns, have been taken into account in the assessment of the application.

Highways

- 4.2. No objection to the revised parking arrangement. The applicant will be required to apply to highways to construct the vehicle crossovers should planning permission be granted.

Environmental Health

- 4.3. No objections subject to conditions requiring a construction/demolition management plan to include details of construction hours and waste and dust management.

Fire Authority

- 4.4. No objections.

5. Planning Policy Summary

- 5.1. The National Planning Policy Framework (NPPF) (2019)
- 5.2. Planning Practice Guidance (PPG) – National Design Guide (NDG) (2019)
- 5.3. Core Strategy (2007): Policies KP1 (Spatial Strategy), KP2 (Development Principles), CP3 (Transport and Accessibility), CP4 (Environment and Urban Renaissance), 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. National Housing Standards (2015)
- 5.7. Community Infrastructure Levy (CIL) Charging Schedule (2015)
- 5.8. Vehicle Crossing Policy & Application Guidance (2014)
- 5.9. The Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) Supplementary Planning Document (SPD) (2020)

6. Planning Considerations

- 6.1. The main considerations are the principle of the development, the design and impact on the character of the streetscene and wider area, the standard of accommodation for future occupiers, the impact on residential amenity, traffic and transportation issues, the provision of waste storage facilities, the proposed energy and water use, sustainability, RAMS, CIL and whether the application has overcome the previous reasons for refusal (Ref. 20/02228/FUL).

7. Appraisal

Principle of Development

- 7.1. Paragraph 117 of the NPPF states: "Planning policies and decisions should promote an effective use of land in meeting the need for homes and other users, while safeguarding and improving the environment and ensuring safe and healthy living conditions." Furthermore, the NPPF requires development to boost the supply of housing by delivering a wide choice of high quality homes.
- 7.2. The results of the Housing Delivery Test (HDT) published by the Government show that there is underperformance of housing delivery in the Borough. Similarly, the Council's Five Year Housing Land Supply (5YHLS) figure shows that there is a deficit in housing land supply in the Borough. The South Essex Strategic Housing Market Assessment (SESHMA) identifies that Southend has a higher proportion of flats/maisonettes and a housing stock comprised of a greater proportion of 1-bed units and smaller properties a consequence of which is that there is a lower percentage of accommodation of a suitable size for families.
- 7.3. For the proposed provision of housing the HDT and 5YHLS are weighing in favour of the principle of this type of development. The proposed dwellinghouse would be a three bed, four-person unit which could be suitable for families. There is greater need for this type of housing as identified by the SESHMA.
- 7.4. The location of the proposed dwelling would render it infill development. Policy DM3 is applicable which 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. The dwelling is proposed to be erected within the garden of 4 Stonehill Road and is within a residential area. Consistent with the assessment of the previous application, no objection is raised to a residential use in this location in principle.

- 7.6. Given its corner plot and siting, No. 4 Stonehill Road has a significantly larger plot in comparison to No. 6 (north) which results in a significant gap between the properties. The proposal would result in a detached dwellinghouse which would infill this gap, although a (1m) separation would be retained to the north flank boundary. Given the varied character of the surrounding area which comprises detached, semi-detached and terraced dwellings, and given other extensions and built form at other corner plots on this junction, it is considered that the proposed development would not result in an unacceptable infill development which would appear significantly at odds with the urban grain of the area.
- 7.7. Although the proposed development would result in partial loss of existing soft landscaped front and rear gardens, it would not result in loss of any street trees or protected trees. A soft landscaped garden would also be retained to the rear. On that basis, it is considered that the provision of a new dwelling outweighs the adverse impact caused by the partial loss of a soft landscaped garden.
- 7.8. Therefore, consistent with the assessment of the previous application, and subject to other planning considerations including parts (i) and (iii) of Policy DM3 which are discussed below, the principle of development for a new dwelling remains acceptable.

Design and Impact on the Character of the Area

- 7.9. Good design is a fundamental requirement of new development to achieve high quality living environments. Its importance is reflected in the NPPF, in 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.”
- 7.10. Paragraph 124 of the NPPF states that: “The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.” 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.”
- 7.11. Policy KP2 of the Core Strategy states that new development should: “respect the character and scale of the existing neighbourhood where appropriate”. 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”.
- 7.12. The Design and Townscape Guide states that: “The successful integration of any new development is dependent upon the appropriate scale, height and massing in relation to the existing built fabric. Buildings that are over scaled will appear dominant [...] the easiest option is to draw reference from the surrounding buildings.”

- 7.13. The design of the proposed dwellinghouse did not form a reason for refusal of the previous application (Ref. 20/02228/FUL). Whilst the proposed dwellinghouse has been marginally increased (by 0.3m) in width, the scale of the dwelling is considered to remain acceptable in relation to the plot size and the dwellings in the immediate streetscene. The width of the frontage and the ridge and eaves heights would continue to satisfactorily relate with that of existing dwellings, as would detailed design elements, including matching render, roof tiles and uPVC windows and doors.
- 7.14. In addition, the proposed dwelling would continue to be sited in line with the existing building line created by No's 6 & 8 Stonehill Road (north) and consequently will be read as part of this run of properties. Consistent with the assessment of the previous application, it is not considered that the proposed dwellinghouse would conflict with the character and grain of the local area.
- 7.15. The front curtilages in the immediate streetscene are mixed, with grassed and hard surfaced areas both evident. No specific details of boundary treatments or hard and soft landscaping have been submitted with the application however, such details could reasonably be required by condition.
- 7.16. The enlargement of the crossover serving the new dwelling and the new crossover serving No.4 Stonehill Road would result in the loss of a section of grass verge to the front of the site. The affected verges are grassed rather than planted verges and do not contain mature shrubs and bushes but are a feature of the street scene to the front of the dwellings in Stonehill Road. The Vehicle Crossing Policy & Application Guidance states that the proposed vehicle crossing and parking area must be constructed to ensure a length of verge no greater than the width of the proposed vehicle crossing is removed. The Design and Townscape guide states that new crossings and hardstandings should not result in the loss of street trees or planted verges unless they can be replanted within the vicinity.
- 7.17. The length of the verge to be removed would be the same as the width of the crossovers. Loss of these sections of verge are a negative aspect of the development, however, crossovers are evident elsewhere along the street and in consideration of the proposed development to enable the formation of adequate parking areas to serve the new dwelling and No.4, it is considered the visual impact of the crossovers would not be significant and would be acceptable in this regard.
- 7.18. Subject to conditions, the development would be acceptable and policy compliant in these regards.

Standard of Accommodation and Living Conditions for Future Occupiers

- 7.19. Delivering high quality homes is a key objective of the NPPF. Policy DM3 of the Development Management Document states that proposals should be resisted where they create a detrimental impact upon the living conditions and amenity of existing and future residents or neighbouring residents.

Space Standards

- 7.20. All new homes are required to meet the Nationally Described Space Standards (NDSS) in terms of floorspace, bedroom size and storage size. The required size for a two-storey, three-bed, four-person unit and the minimum standards for bedrooms are shown on the following table. The relevant dimensions of the proposed scheme are also shown on the table below:

	Area (m ²)	Bedroom 1	Bedroom 2	Bedroom 3
Standard for Two-storey 3 bed 4 person	84	11.5m ² Wmin=2.75m	7.5m ² Wmin=2.15m	7.5m ² Wmin=2.15m
Proposed dwelling Two-storey 3 bed 4 person	83.86	14.6m ² Wmin =4m	11.1m ² Wmin=2.7m	8.3m ² Wmin=3.1m

- 7.21. The table shows that the proposed dwelling would fall approx.0.14sqm short of the required standard which is considered de minimis and compensated for by other areas of the design which significantly exceed the minimum requirements. The proposal would provide adequate living conditions for future occupiers in this respect.

Daylight, Sunlight and Outlook from Habitable Rooms

- 7.22. All habitable rooms would receive adequate daylight and sunlight. All habitable rooms would also have acceptable outlook.

M4 (2) – Accessibility

- 7.23. Policy DM8 states that accessibility for all new dwellings should satisfy the requirements of M4 (2) of the Building Regulations. The application does not include any information on the accessibility of the proposed unit. However, the ground floor areas, which are proposed to accommodate downstairs WC, kitchen/dining area and living room could be adaptable. On this basis, the proposed dwelling appears to be adaptable in order to satisfy building regulation M4 (2). Confirmation of this can be secured by a condition.

Interlooking

- 7.24. The proposed new dwelling would not have any openings looking towards the existing dwelling. The upper floor windows of the existing dwelling would be facing towards the private amenity space of the proposed dwelling, but this would not be materially harmful to the residential amenity of future occupiers given the existing degree of interlooking of neighbouring rear gardens which occurs as a result of surrounding 2 storey development and is typical in this residential setting.

Amenity Provision

- 7.25. The proposed new dwelling would have a private amenity space measuring approx. 85m². The private amenity space for the existing dwelling would be in excess of 75m². The garden areas would be sufficiently screened from public vistas and would be adequately distanced from adjacent buildings. These would be useable private amenity spaces of sufficient size for family dwellings.

Conclusion

- 7.26. Overall, whilst the G.I.A would fall slightly short of the requirement, this is considered de minimis and, when considered in the context of the significant amenity provision and adequate daylight and sunlight levels to habitable rooms, it is considered that the proposed dwelling would result in suitable living conditions for any future occupiers.
- 7.27. The proposal is therefore considered to be acceptable and compliant with the relevant policies in these regards.

Impact on Residential Amenity

- 7.28. Policy DM1 of the Development Management Document requires all development to be appropriate in its setting by respecting neighbouring development and existing residential amenities and also: "having regard to privacy, overlooking, outlook, noise and disturbance, sense of enclosure/overbearing relationship, pollution, daylight and sunlight."
- 7.29. It is important to note that the neighbour amenity impact of the proposed dwelling did not form a reason for refusal of the previous application (Ref. 20/02228/FUL). The only variations between the applications relate to the marginal increase in width of the proposed dwelling (by 0.3m) and the provision of parking areas to the front curtilage.
- 7.30. With regard to the impact on No. 6 Stonehill Road (immediately north), the proposed dwelling would have the same front and rear building lines such that it would not detrimentally impact upon neighbouring habitable room front and rear windows. No.6 has 3no. side openings situated adjacent to the proposed dwelling, 2no. windows at first floor and 1no. door at ground floor. The openings however serve either non-habitable accommodation, namely the neighbouring bathroom and stairwell/landing at first floor, or as secondary openings, to a kitchen/dining area door at ground. It must be noted that the protection of such openings in planning terms is limited. Together with the retention of a 2m separation from these openings, the proposed dwelling is not considered to give rise to a significant loss of light or outlook nor an undue increased sense of enclosure or dominant impact.
- 7.31. The enlargement of the existing crossover and proposed parking layout is not considered to result in significant harm to the amenity of the occupants of No.6 Stonehill Road over and above the existing situation as a result of additional vehicular comings and goings.
- 7.32. Owing to the splayed orientation of No. 4 Stonehill Road, the proposed dwelling would project approx. 2.5m beyond the neighbouring rear elevation. A separation in excess of 3m would be retained between the proposed dwelling with the nearest neighbouring rear window serving a single ground floor kitchen window.

It is not considered to have a significantly harmful impact on the amenity of neighbouring occupants, having regard to a material loss of light and outlook nor an undue increased sense of enclosure and dominant impacts. Having regard to the separations involved to secondary and non-habitable room side windows adjacent to the proposed dwelling, it would not result in any significant harm to the amenities of the neighbouring occupiers in any regard.

- 7.33. With regards to overlooking and loss of privacy concerns, no flank windows are proposed. It is not considered that the property would introduce intrusive levels of overlooking in excess of what can reasonably be expected in a typical residential rear garden setting surrounded by two storey development.
- 7.34. Given the relatively limited size of the plots, alterations/extensions to the existing and proposed dwelling may result in unacceptable living conditions of the future occupiers or impact on the neighbouring amenity. A condition to remove permitted development rights for classes A, AA, B, D, E or F would therefore be necessary if the development was otherwise acceptable.
- 7.35. In relation to noise and disturbance, the proposal has the potential to create harm during the construction phase, however a condition to control the hours of construction can be imposed to mitigate this. The Council's Environmental Health service raised no objection to the proposal subject to such a condition.
- 7.36. Due to the separations involved, it is not considered that the proposal would harm the residential amenity of any other neighbouring properties in any regard. On this basis, the proposal is acceptable and policy compliant in the above regards.

Traffic and Transportation Issues

- 7.37. Policy DM15 of the Development Management Document states: "Development will be allowed where there is, or it can be demonstrated that there will be, physical and environmental capacity to accommodate the type and amount of traffic generated in a safe and sustainable manner". The policy also requires that adequate parking should be provided for all development in accordance with the adopted vehicle parking standards (minimum 2 spaces).
- 7.38. The proposal was previously refused due to the absence of off-street parking to either the new or the existing dwelling.
- 7.39. The amended plans now proposed show a parking area some 4.8m wide x 6m deep to the front curtilage of the proposed dwellinghouse which would enable the provision of 2no. off street parking spaces. This would be accessed by an enlarged dropped kerb (from 2.8m to 4.88m in maximum width).
- 7.40. The amended plans also show a new parking area some 3.6m wide x 6m deep to the front curtilage of the host dwelling, No.4 Stonehill Road. This would enable the provision of 1no. replacement off-street parking space to No.4. This would be accessed by a new dropped kerb some 3.6m wide from Stonehill Road

- 7.41. Highways have raised no objection to the revised parking arrangement which would meet the required standards. The applicant will be required to apply to highways to construct the vehicle crossovers. No cycle storage has been shown on submitted plans but it is considered space exists within the application site for acceptable provision.
- 7.42. On this basis, the proposed development is therefore considered to have overcome the previous reason for refusal and is acceptable and compliant with policy on parking and highways grounds.

Flooding and surface water drainage

- 7.43. National policy requires that any development is safe from flooding and does not increase the risk of flooding elsewhere. The proposed dwelling would be built within undeveloped land, an area of the ground where surface water would otherwise permeate. Adequate drainage should be installed to ensure that there is no increased risk of flooding on site or elsewhere. Details of drainage arrangements incorporating principles of Sustainable Drainage Systems can be required by condition. Subject to such a condition, the development would be acceptable and policy compliant in these regards.

Refuse and Recycling Storage

- 7.44. Details of refuse and recycling storage have not been submitted however it is considered there is adequate space for such provision within the curtilage of the site. Subject to a condition requiring details to be agreed, the development would be acceptable and policy compliant in these regards.

Energy and Water Sustainability

- 7.45. 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)”. Policy DM2 of the Development Management Document states that: “to ensure the delivery of sustainable development, all development proposals should contribute to minimising energy demand and carbon dioxide emissions”. This includes energy efficient design and the use of water efficient fittings, appliances and water recycling systems such as grey water and rainwater harvesting.
- 7.46. Whilst submitted plans detail the position of solar panels to the front (west), rear (east) and flank (south) roof slopes, no detailed information has been provided regarding the proposed renewable energy to demonstrate how the proposal meets the 10% policy requirement. However, it is considered that the requirement for renewable energy and restrictions on water usage can be controlled with conditions provided any such externally mounted technologies respect the character and appearance of the area. This aspect of the proposal is therefore considered to be acceptable and policy compliant in this regard, subject to conditions.

Recreational disturbance Avoidance Mitigation Strategy (RAMS).

- 7.47. 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.
- 7.48. 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 adopted RAMS Supplementary Planning Document (SPD), (October 2020) requires that a tariff of £127.30 (index linked) is paid per dwelling unit. This will be transferred to the RAMS accountable body in accordance with the RAMS Partnership Agreement. This payment has been completed and the proposal in this respect is acceptable in the above regard.

Community Infrastructure Levy (CIL)

- 7.49. 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. The proposed development includes a net gain internal floor area of 240sqm, which may equate to a CIL charge of approximately £2148.11.

8. Conclusion

- 8.1. Having regard to all material considerations assessed above, it is considered that subject to compliance with the attached conditions, the proposed development would, be acceptable and compliant with the objectives of the relevant local development plan policies and guidance as well as those contained within the National Planning Policy Framework. The application has overcome the previous reasons for refusal and the development is recommended for approval subject to conditions.

9. Recommendation

- 9.1. MEMBERS ARE RECOMMENDED TO GRANT PLANNING PERMISSION subject to conditions:**

01 The development hereby permitted shall begin no later than three years of 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: Jan021-001 Amendment 'B'- Existing & Proposed Site Plan; Block Plan Sketch C, Jan020-017; Existing & Proposed Elevations; Sketch D; Roof Plan

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

03 Notwithstanding the information submitted with the application, no development above ground floor slab level shall take place until full details and samples of the materials to be used on all the external elevations of the dwelling hereby approved have been submitted to and approved in writing by the local planning authority. The development shall only be carried out and completed in accordance with the approved details.

Reason: To safeguard the character and appearance of the surrounding area in accordance with policy DM1 of the Development Management Document (2015) and Policies KP2 and CP4 of the Core Strategy (2007).

04 No development above ground level shall take place until full details of both hard and soft landscape works to be carried out at the site have been submitted to and approved in writing by the local planning authority. The approved hard landscaping works shall be carried out prior to first occupation of the development and the soft landscaping works within the first planting season following first occupation of the development. 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, 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 and tree protections measures are implemented pursuant to Policy DM1 of the Development Management Document (2015) and Policy CP4 of the Core Strategy (2007)

05 A scheme detailing how at least 10% of the total energy needs of the development will be supplied using on site renewable sources shall 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 and in accordance with the agreed details.

Reason: In the interests of providing sustainable development in accordance with Policy KP2 of the Core Strategy (2007), Development Management Document (2015) Policy KP2 and the Design and Townscape Guide (2009).

06 Prior to occupation of the development hereby approved 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 installed in the development hereby approved and be retained in perpetuity thereafter.

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 Councils Design and Townscape Guide (2009).

07 The development hereby approved shall be carried out in a manner to ensure that the dwelling complies with Building Regulation part M4(2) 'accessible and adaptable dwellings' before it is brought into use and first occupied.

Reason: To ensure the residential unit hereby approved provide high quality and flexible internal layouts to meet the changing needs of residents in accordance with the National Planning Policy Framework, Core Strategy (2007) Policy KP2, Development Management Document (2015) Policy DM2 and Design and Townscape Guide (2009).

08 Notwithstanding demolition works, construction of the development hereby permitted shall not commence until details of surface water attenuation for the site, based on Sustainable Urban Drainage principles, have been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved details before it is occupied.

Reason: In order to ensure a satisfactory standard of sustainable drainage and to prevent environmental and amenity problems arising from flooding in accordance with Policies KP2 and CP4 of the Core Strategy (2007) and policy DM2 of the Development Management Document (2015).

09 Hours of works associated with this consent shall be 8am - 6pm Monday to Friday, 8am - 1pm Saturday. No works shall be carried out on Sundays or Bank or Public Holidays.

Reason: In the interests of the residential amenity of the adjoining residents and to ensure that the development complies with the National Planning Policy Framework (2019), Core Strategy (2007) Policies KP2 and CP4, Development Management Document (2015) policies DM1 and DM3 and The Design and Townscape Guide (2009).

10 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) Order 2015, or any order revising or re-enacting that Order with or without modification, no development shall be carried out on the new dwellinghouse within Schedule 2, Part 1, Classes A, AA, B, D, E or F of that Order without the receipt of express planning permission.

Reason: To safeguard the character and appearance of the area and in the interest of the residential amenity of the adjoining residents in accordance with the National Planning Policy Framework (2012), Core Strategy (2007) Policies KP2 and CP4, Development Management Document (2015) Policies DM1 and DM3 and Design and Townscape Guide (2009).

11 The car parking spaces to the existing and proposed dwellings shown on approved plan Jan021-001 Amendment 'B' shall be provided and made available for use at the site prior to the first occupation of the dwelling hereby approved. The car parking spaces shall thereafter be permanently retained only for the parking of vehicles of the occupiers and visitors to the new dwelling and No.4 Stonehill Road.

Reason: To ensure that satisfactory off-street car parking is provided in the interests of residential amenity and highways efficiency and safety, in accordance with the National Planning Policy Framework (2019), Core Strategy (2007) policy KP2, Development Management Document (2015) policy DM15 and the Southend Design and Townscape Guide (2009).

12 Notwithstanding the information submitted with this application, prior to the first occupation of the dwelling hereby approved, full details (including elevations) shall be submitted to and approved in writing by the local planning authority identifying the provision of refuse and recycling storage and covered and secure cycle parking for the approved development at the site. The approved refuse and recycling store and covered and secure cycle store shall be provided in full and made available for use by the occupants of the dwellings prior to the first occupation of the dwelling hereby approved and be retained as such in perpetuity.

Reason: To ensure the provision of adequate cycle, refuse and recycling storage in accordance with Policies DM3, DM8 and DM15 of Development Management Document (2015).

13 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, 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**
- v) measures to control the emission of noise, dust and dirt during construction**
- vi) a scheme for recycling/disposing of waste resulting from demolition and construction works that does not allow for the burning of waste on site.**

Reason: In the interest of the residential amenity of nearby occupiers and the highway safety in accordance with the National Planning Policy Framework (2019), Policies KP2, CP3 and CP4 of the Core Strategy (2007), Policies DM1, DM3 and DM15 of the Development Management Document (2015).

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 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.

02 Please note that you are required to apply to the Highways Authority for consent to have a vehicular crossover installed onto Stonehill Road.

03 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.

04 The applicant is encouraged to provide active and passive electric vehicle charging points at the site in accordance with Policy DM15 which encourages their provision wherever practical and feasible.