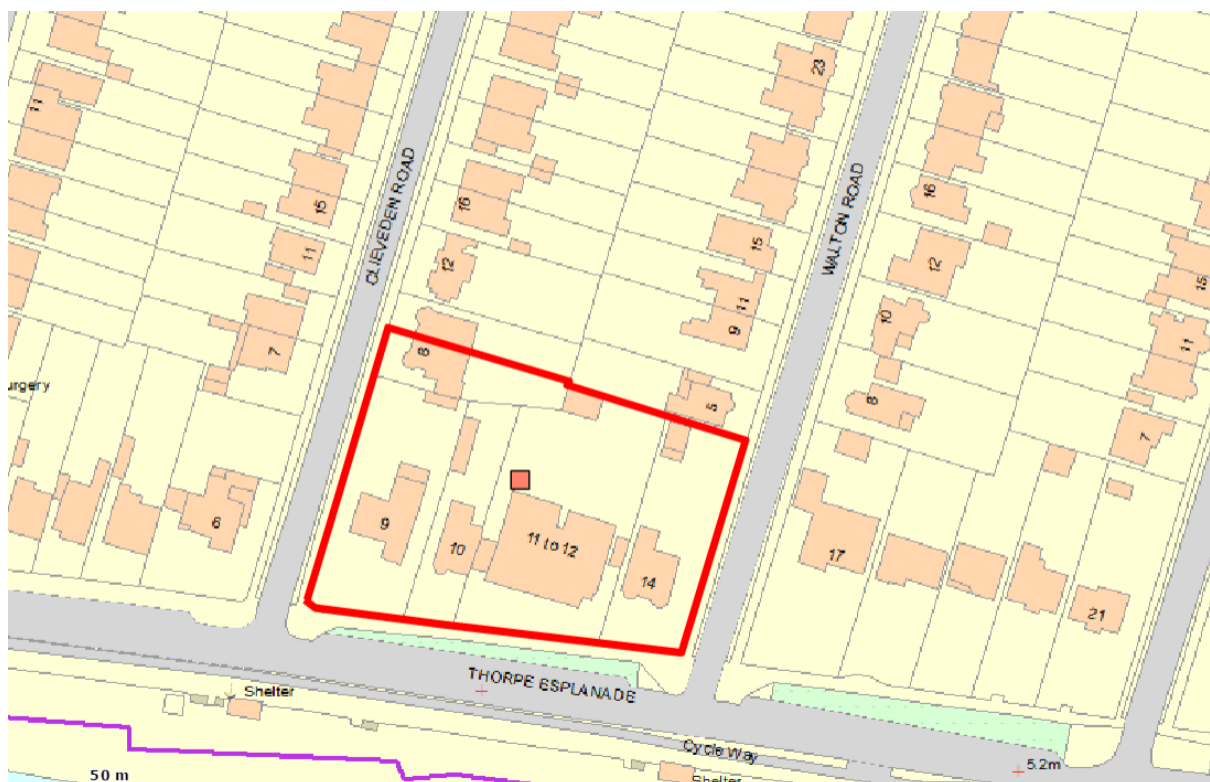


Reference:	16/01580/FUL	
Ward:	Thorpe	
Proposal:	Erect ground floor extensions to the front elevation, extend and alter existing front porch incorporating revolving door and alterations to front entrance steps	
Address:	Roslin Hotel, Thorpe Esplanade, Thorpe Bay, Essex, SS1 3BG	
Applicant:	Roslin Beach Hotel	
Agent:	APS Design Associates	
Consultation Expiry:	25.10.2016	
Expiry Date:	23.12.2016	
Case Officer:	Janine Rowley	
Plan Nos:	01a; 05; 02; 03; 04; 01b; 08; 09; 10; 07	
Recommendation:	GRANT PLANNING PERMISSION	



1 The Proposal

- 1.1 The application proposes to erect ground floor extensions to the front elevation to extend an existing dining area, remove two bedrooms to form a resident's lounge with a front extension and alterations to the main entrance including an extension and installation of a revolving door and alterations to front entrance steps. The proposal also includes room changes internally at ground floor to increase the existing seating area.
- 1.2 The proposed extension to the front is 4.2m deep x 7.9m wide x 4.2m high. The main entrance will be changed from two double doors to a revolving door. This element of the proposal will result in an extension of 1.7m deep x 3.9m wide x 4.2m high. The proposal also includes an extension to an existing lean-to to create a flat roof extension 1.1m deep x 12.9m wide x 4.2m high.
- 1.3 The internal floorspace of the proposed extensions equates to approximately 50sqm. The proposed materials of the extensions will match existing.
- 1.4 It should be noted the existing hotel has 54 bedrooms, 61 members of staff and 62 parking spaces. The internal layout of the 54 bedrooms include 10 to the ground floor, 27 to the first floor, 9 to the second floor of the main Roslin Hotel, and 8 within the business centre (formerly no. 8 Clieveden Road). The proposed extensions will result in the loss of two bedrooms to create a residents lounge and other alterations to the front of the hotel. The hotel will therefore have 52 bedrooms, increase number of staff to 71 member's staff and 62 parking spaces. The 52 bedrooms include 8 to the ground floor, 27 to the first floor, 9 to the second floor, and 8 within the business centre (formerly no. 8 Clieveden Road).
- 1.5 The original application when validated had a number of errors in relation to the application form, site plan, internal layout of the hotel and parking spaces on site. Once officers were aware of these issues neighbours were renotified and officers have visited the Roslin Hotel to ensure the internal layout and the parking spaces on site are also correct.

2 Site and Surroundings

- 2.1 The application site is located on the northern side of Thorpe Esplanade and is occupied by a much extended two storey building with third storey accommodation within the roofspace. The frontage of the site includes a number of raised outdoor amenity/dining areas that are used in conjunction with the building, referred to by the applicant as a terrace, a deck and a patio. These are enclosed with glazed screens.
- 2.2 Development Management Document DPD2 designates the land as the Seafront Character zone 6 from Clieveden Road to Maplin Way in relation to policy DM6 part of the Development Management Document DPD2.

3 Planning Considerations

- 3.1 The key considerations in relation to this application are the principle of the development, design and impact on the character of the area, traffic and transport, impact on residential amenity and CIL.

4 Appraisal

Principle of Development

National Planning Policy Framework DPD 1 (Core Strategy) Policies KP1, KP2 and CP4; DPD 2 (Development Management Document) policies DM1, DM6, DM12 and the Design and Townscape Guide

- 4.1 The overall spatial strategy of policy KP1 of the Core Strategy DPD1 states:

“The primary focus of regeneration and growth within Southend will be in Southend Town Centre and Central Area ...In addition, appropriate regeneration and growth will be focussed in the following locations: Seafront, Shoeburyness, Priority Urban Areas”

“Seafront – to enhance the Seafront’s role as a successful leisure and tourist attraction and place to live, and make the best use of the River Thames, subject to the safeguarding of the biodiversity importance of the foreshore”.

- 4.2 Policy DM12 part 1 of the Development Management Document states

“New visitor accommodation will be focused within the Southend Central Area, London Southend Airport area and at locations with good access and a clear and strong relationship with the Seafront (the ‘Key Areas’). Proposals must relate well to strategic routes and the distributor road network, have good public transport accessibility, and meet the requirements of other relevant planning policies”.

- 4.3 The site is located within the Seafront Character Zone of Clieveden Road to Maplin Way as designated by policy DM6 of the Development Management Document DPD2. Part 6 of policy DM6 of the Development Management Document DPD2 supports the provision of enhancing leisure facilities.

- 4.4 The proposed extensions to the front of the Roslin hotel will support the existing hotel use and would improve the hotel facilities available at the site for leisure and tourism purposes in accordance with policy KP1 of the Core Strategy and policies DM6 and DM12 of the Development Management Document DPD2. Therefore there is no objection to the principle to the development and other material planning considerations will be discussed in detail below.

Design and Impact on the Character of the Area:

National Planning Policy Framework; DPD1 (Core Strategy) Policies KP2 and CP4; Development Management Plan DPD2 policy DM1 and the Design and Townscape Guide SPD1 (2009).

- 4.5 In the NPPF it is stated that *“good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.”*
- 4.6 Policy KP2 of Core Strategy (CS) states that new development should *“respect the character and scale of the existing neighbourhood where appropriate”*. Policy CP4 of CS 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”*.
- 4.7 Policy DM1 of the Development Management Document (DPD2) states that *“The Council will support quality, innovative design that contributes positively to the creation of successful places. All development should draw references from the design principles set out in the Design and Townscape Guide SPD, where applicable”*.
- 4.8 The extensions will facilitate a creation of a resident’s lounge but will result in the loss of two bedrooms. The main entrance will be extended and altered from a double door to a revolving door entrance. The existing lean to will include a small extension including sliding doors opening onto the terrace area. The proposed extensions by reason of design, flat roof form and scale appear subservient to the existing building providing a more cohesive appearance and will provide positive additions to the streetscene.
- 4.9 The existing terrace area to the front of residents lounge already benefits from planning permission following the approval of application 14/01234/FUL and has been implemented, therefore no objections are raised to the siting of the terrace area.
- 4.10 The proposed extensions by reason of design and scale are considered in accordance with the NPPF, policies KP2 and CP4 of the Core Strategy DPD1, policy DM1 of Development Management Document DPD2, and the Design and Townscape Guide.

Traffic and transportation

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

- 4.11 The existing hotel has 54 bedrooms and 62 parking spaces. The proposed development will result in the loss of two bedrooms to facilitate the residents lounge area to the front of the hotel resulting in 52 bedrooms and 62 parking spaces. Policy DM15 of the Development Management Document DPD2 requires 1 space per bedroom therefore the parking provision will still be in excess of the current standards. The proposal will result in 10 additional employees increasing from 61 to 71 members of staff.

- 4.12 The hotel already operates a travel plan following the approval of a previous application 15/01815/FUL. The travel plan included a number of aspirations including an action plan, setting targets, providing members of staff with a travel pack and a travel plan co-ordinator to ensure the on-going monitoring and review of the travel plan to discourage single occupancy trips and encourage sustainable transport choices including cycling and a car share system.
- 4.13 Taking all of the above into account it is concluded that the parking provision is acceptable in relation to the provision of car parking. It meets policy requirements.
- 4.14 Appendix 6 of the Development Management Document DPD2 requires 1 cycle space per 5 members of staff plus 1 space per 10 bedrooms. Following the approval of the travel plan 20 cycle spaces were recommended to be provided on site including 12 spaces for members of staff and 6 for the hotel rooms as per policy DM15 of DPD2 requirements set out above. The number of staff has increased from 61 to 71 requiring 14 cycle spaces for staff and 6 spaces are required for the 52 bedrooms in accordance with policy DM15 of the Development Management Document DPD2. Third party representations have been received stating the cycle storage has not been fully implemented on site therefore condition will be imposed to ensure 20 cycle spaces are provided to comply with policy DM15 of DPD2 and full details are submitted to and agreed by the local planning authority.
- 4.15 To summarise no additional car parking is considered to be required as part of the proposed development in accordance with policy DM15 of the Development Management Document DPD2. Furthermore, taking into account the existing travel plan that has been adopted and will be monitored no objections are raised on highway grounds.

Impact on Residential Amenity:

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

- 4.16 Policy DM1 of the Development Management Document states that any new development should protect the amenity of the site, immediate neighbours, and surrounding area, having regard to privacy, overlooking, outlook, noise and disturbance, visual enclosure, pollution, and daylight and sunlight.
- 4.17 It is not considered the proposed extensions to the front of the site will have any adverse impact on the amenities of existing residential occupiers surrounding the site due to their siting to the front of the building and separation distance of 29m from the boundary of the nearest residents to the west in Clieveden Road and 49m away from nearest residential property no. 17 Thorpe Esplanade, which will mitigate against any potential noise and disturbance from nearby residential occupiers.

Community Infrastructure Levy (CIL) Charging Schedule.

- 4.18 The proposed alterations result in new floorspace but benefits from a Minor Development Exemption under the Community Infrastructure Levy Regulations 2010 (as amended) and as such no charge is payable.

Conclusion

- 4.19 The proposed development, subject to appropriate conditions, is considered to be in accordance with the Development Plan. The design and scale of the extensions and alterations together with materials satisfactorily relates to the existing hotel building and would not be harmful to the character and appearance of the area, or the streetscene. The proposal will provide improved leisure and tourism facilities on offer in accordance with policy KP1 of the Core Strategy and policies DM6 and DM12 of the Development Management Document DPD2.

6 Planning Policy Summary

- 6.1 The National Planning Policy Framework (2012)
- 6.2 Development Plan Document 1: Core Strategy Policies KP1 (Spatial Strategy), KP2 (Development Principles), CP3 (Transport and Accessibility) and CP4 (Environment & Urban Renaissance)
- 6.3 Development Management Plan policies DM1 (Design Quality), DM6 (The Seafront), DM12 (Visitor Accommodation), DM15 (Sustainable Transport Management)
- 6.4 Supplementary Planning Document 1: Design & Townscape Guide (2009)
- 6.5 CIL Community Infrastructure Levy Charging Schedule

7 Representation Summary

Design and Regeneration

- 7.1 No comments.

Transport and Highways

- 7.2 The site is situated near to Walton Road and Cliveden Road both roads having a parking restriction in place from 9am – 6pm March – October which prevents parking within this time period. The vast majority of the dwellings within these roads have off street parking with vehicle crossovers to gain access, because of this feature this reduces the opportunity for additional on street parking.

The applicant has requested a change of traffic regulation order via the traffic and working party committee, this is outside of this planning application and cannot be considered.

The Policy parking requirement for a 52 bedroom hotel is 1 space per room. The applicant currently has 62 car parking spaces which exceeds the current policy requirement.

The proposal will employ 71 staff therefore the applicant is required to provide 20 cycle parking spaces to comply with current policy this should be conditioned.

The applicant has exceeded the parking standards required for a 52 bedroom hotel and is required to provide 20 cycle stands for staff and future visitors. The applicant has previously submitted a travel plan which has been independently assessed and found to be acceptable.

Given the above information and policy compliant parking for vehicles and cycle parking there are no highway objections to this proposal.

Public Consultation

7.3 A site notice displayed on the 4th October 2016 and 9 neighbours notified of the proposal. 19 objections received stating:

- The parking restrictions are lifted shortly for the winter period in Clieveden Road, as both the Council and local residents are aware, parking in the area has become a serious problem. The highways department should put double yellow lines along one side of Clieveden Road with the current seasonal restrictions remaining in force to just one side of the street, the cars could get up and down the road without difficulty, also double yellow lines around the bend near the church in Colbert Avenue/Warwick Road this bend is treacherous in icy weather and the Colbert Avenue area is well known route for driving schools **[Officer Comment: This matter is being dealt with separately by the Councils Highways Team and falls outside the realms of this planning application];**
- Cars park illegally on the side roads;
- Visitors park on the grass verges;
- The increased footfall is having a significant impact on the overall character of the area;
- Extra 10 staff will result in increased parking **[Officer Comment: This has been addressed by the require cycle provision and travel plan objectives];**
- The travel plan prior to this application did not address parking issues **[Officer Comment: The travel plan under application 15/01815/FUL, was independently reviewed by Mott MacDonald and agreed. The car parking provision on site complies with policy DM15 of the Development Management Document DPD2];**
- The area is residential and not commercial. The erosion of this because of the continuing expansion of the hotel is having a detrimental effect in the area;
- This is the 4th set of drawing **[Officer Comment: Officers have visited the site to assess the internal layout and car parking to ensure the plans are factually correct and this is why neighbours have been renotified];**

- Total loss of bedrooms now showing 7 as bedrooms have been converted into treatment rooms and merged into larger bedroom. 2 bedrooms have been changed to treatment rooms and 1 to a pastry room since application 15/01815/FUL and 2 further bedrooms are to be lost on this proposal **[Officer Comment: Planning permission is not required to remove internal walls to facilitate changes to the internal layout];**
- No. 10 Clieveden Road is not officially on the site plan and this had been excluded with the original application **[Officer Comment: This has now been amended and neighbours renotified];**
- Residents confused about site notices given the number of applications **[Officer Comment: Separate site notices have been posted in relation to the two applications at this site for a period of 21 days];**
- Cycle racks still indicate 14 on the application form and have not been increased for members of staff or visitor numbers **[Officer Comment: This will be dealt with by condition to ensure 20 cycle spaces are provided on site and full details submitted to the Council to be agreed];**
- Reduction in parking restrictions in the roads either side of the hotel to gain more parking for themselves **[Officer Comment: This is being dealt with by highways separately and falls outside the realms of this planning application];**
- Incorrect procedure whereby notice has been posted but time not extended **[Officer Comment: All residents abutting the boundary have been notified correctly with the Statement of Community Involvement. It should also be noted the external areas i.e. the extensions subject to this application has not changed throughout the notification]**
- Application form questions are incorrect **[Officer Comment: The application form has been amended on the 28.10.2016 in light of the comments received];**
- There is a relentless push by the hotel to keep expanding to the detriment of the local area in terms of parking and noise, there must be a limited;
- Noise pollution;
- Overdevelopment;
- The development will harm the appearance of the streetscene including the building line;
- Increased footfall;
- Disneyfication of the structure with millions of fairy lights, Thorpe Esplanade is not Las Vegas;
- Lack of access for the disabled;
- The hotel advertises a number of offers attracting visitors therefore affecting the highway network and surrounding area;
- The business centre is not for staff accommodation but for hotel use **[Officer Comment: Following a review of the planning history application 95/0261 planning permission was granted to use no. 8 Clieveden Road as either staff accommodation or hotel guest bedrooms as annexe to the Roslin Hotel. Therefore, no. 8 Clieveden Road is taking into account in terms of the nos. of bedrooms on site as detailed under paragraph 1.4 above. Furthermore, the original permission did not include specific conditions restricting the bedroom uses for either staff or hotel guests].**

7.4 A pro forma letter with 14 signatures

- Overdevelopment of the site. The Regis Group Entertainment Limited have purchased nearby properties over the last 10 years. The Roslin hotel occupies 10-12 Thorpe Esplanade and they have purchased 8, 10 Clievedon Road and 9, 14 Thorpe Esplanade and now occupies a substantial plot between Clievedon Road and Walton Road. The current plot size is enormous compared to the original hotel structure prior to the acquisitions and has caused problems for residents. The site plan omitted the recent purchase of 10 Clievedon Road and does not reflect the change in building line along Thorpe Esplanade **[Officer Comment: Residents have been notified of the amended site plan];**
- Change of use- the hotel was mainly for guests and it is clear to see that the hotel rooms are acting as an auxiliary function to the other hotel facilities. There are function rooms called 'The Bay' and also the new 'Tides' ballroom advertised in their weddings brochure. The loss of two bedrooms at the front of the property, an extension and walls will create an enormous room and is unlikely to be used by residents but created to be used as another function area or restaurant for external visitors. The new addition of a pastry room has resulted in the loss of bedrooms and the first plans submitted with the original application in August **[Officer Comment: The internal layout of the hotel can be changed without the benefit of planning permission. The rooms are all ancillary to the hotel use];**
- Streetscene- The proposed terraced and new seating areas butting to the boundary will increase footfall and is only a stepping stone before another application is applied to cover the extended terrace/dining area and therefore increase room size and footfall again;
- Noise pollution-the proposed development will add to noise levels in a residential area as the extension moves to the front and new seating area to the side of Walton Road **[Officer Comment: The seating area to the side of Walton Road was granted planning permission under application 15/01815/FUL. The extensions and seating area to the front subject of this application are located 49m away from the boundary to the east with Walton Road and in excess of 29m to the west with Clievedon Road];**
- Building Line- the building line of Walton Road and the seafront have already been compromised on previous applications and it has opened opportunities for other to build further towards their boundaries;
- Increased footfall/parking-this will increase footfall and capacity of the hotel and yet again parking has not been considered. There is not enough for members of staff, hotel residents and people attending functions they are constantly seen walking down Walton Road/Clievedon Road having parked at the top of the road of Colbert Avenue **[Officer Comment: Policy DM15 of the Development Management Document DPD2 adopted July 2015, Appendix 6 states one parking space is required per bedroom. The existing site has 62 parking spaces for 52 bedrooms therefore in excess of current parking standards];**
- Number of planning applications and errors-excessive number of applications given there are 19 entries under the Roslin hotel on planning portal.

7.5 Councillor Woodley has requested this application be dealt with by Development Control Committee.

8 Relevant Planning History

8.1 The site is the subject of an extensive planning history the most relevant application:

8.2 Change of use of residential dwelling (Class C3) into 7 hotel room ancillary to the existing Roslin Hotel- Pending consideration (16/01757/FUL).

8.3 Demolish existing conservatory and glazed enclosures to front, erect single storey front extension with roof lantern, terraces areas, erect terraces to first floor front elevation and alter boundary wall to front (Amended Proposal)- Granted (15/01815/FUL).

8.4 Demolish existing conservatories and glazed enclosures to front, erect single storey front extension with roof lantern and part raised roof, form raised terrace to side, erect terraces and brises soleil to first floor front elevation- Granted (15/00822/FUL).

8.5 Erect single storey front extension, extend existing terraced area, form new entrance steps and install revolving doors to front- Granted (14/01234/FUL).

8.6 Erect two storey and first floor rear extensions to form rear entrance and Spa facilities with terrace to front- Granted (14/01649/FUL).

9 Recommendation

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

1 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.

2 The development hereby permitted shall be carried out in accordance with the following approved plans: 01b; 08; 09; 10; 07.

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

3 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, including balustrade detailing on drawing 14.186/08B. This applies unless differences are shown on the drawings hereby approved or are required by conditions to this permission.

Reason: In the interests of visual amenity and drainage to ensure that the appearance of the building makes a positive contribution to the character and appearance of the area. This is set out in National Planning Policy Framework, DPD1 (Core Strategy) 2007 policy KP2 and CP4, DPD2 (Development Management) policy DM1 and SPD1 (Design and Townscape Guide).

- 4** The development hereby approved shall not be occupied until detailed cycle for 20 cycles storage including siting have been submitted to and approved by the local planning authority, as installed and remain in situ thereafter.

Reason: To ensure that satisfactory off cycle 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 (NPPF), DPD1 (Core Strategy) 2007 policy KP2, DPD2 (Development Management Document) policy DM15 and SPD1 (Design and Townscape Guide).

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern with the proposal and discussing those with the Applicant. Unfortunately, it has not been possible to resolve those matters within the timescale allocated for the determination of this planning application and therefore, the proposal is not considered to be sustainable development. However, the Local Planning Authority has clearly set out, within its report, the steps necessary to remedy the harm identified within the reasons for refusal - which may lead to the submission of a more acceptable proposal in the future. The Local Planning Authority is willing to provide pre-application advice in respect of any future application for a revised development.

Informative

You are advised that as the proposed alterations to your property do not result in new floorspace and the development benefits from a Minor Development Exemption under the Community Infrastructure Levy Regulations 2010 (as amended) and as such no charge is payable. See www.southend.gov.uk/cil for further details about CIL.