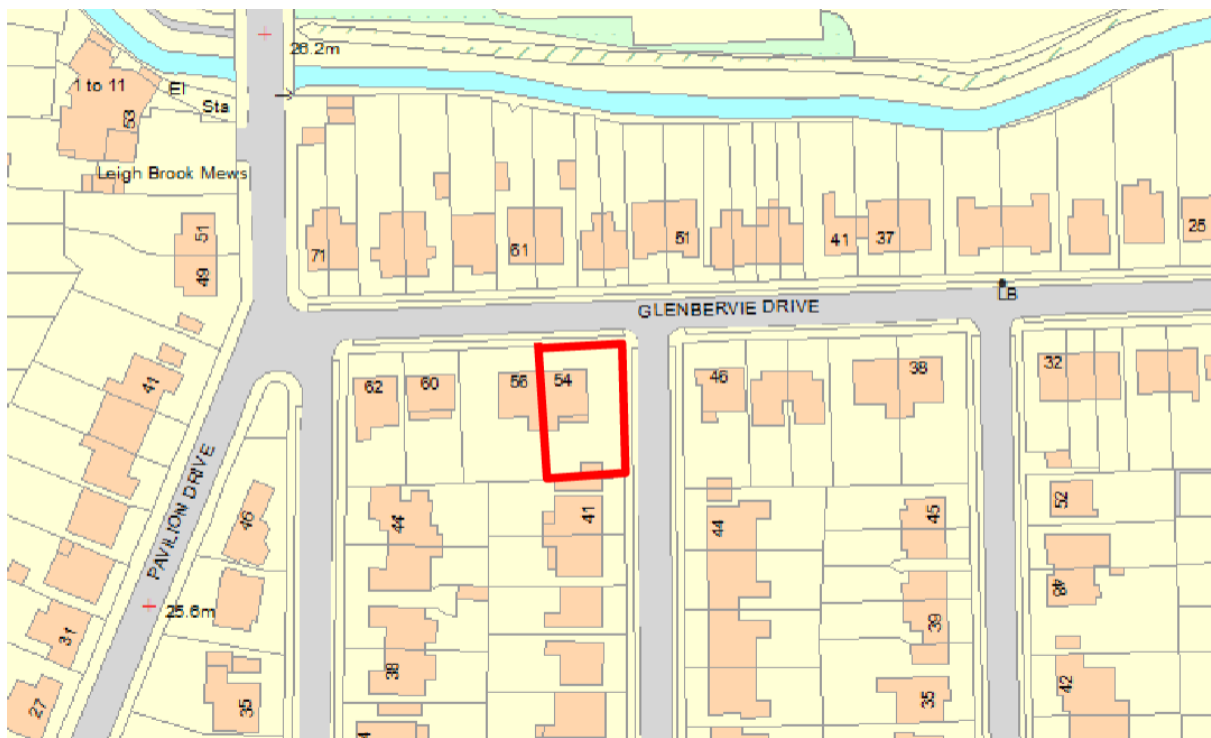


Reference:	16/01661/FULH	
Ward:	Blenheim Park	
Proposal:	Erect single storey side extension, hipped to gable roof extension, dormer and porch to front, extend rear dormer, form layout parking and vehicular access on to Glenbervie Drive	
Address:	54 Glenbervie Drive, Leigh-On-Sea, Essex SS9 3JT	
Applicant:	Mr M. Parsons	
Agent:	Mr D. Perry (Stone Me! Design)	
Consultation Expiry:	1 st November 2016	
Expiry Date:	15 th December 2016	
Case Officer:	Naomi Scully	
Plan Nos:	1658 01, 1658 02A	
Recommendation:	REFUSE PLANNING PERMISSION	



1 The Proposal

1.1 The application seeks permission to erect a single storey side extension, hipped to gable roof extension, dormer and porch to front, extend rear dormer, form layout parking and vehicular access onto Glenbervie Drive.

1.2 The proposed single storey side extension would have a gabled roof to the proposed east flank elevation and a flat roof to the rear to match the existing. The proposed side extension would project 5.5 metres from the existing east flank elevation built to an eaves height of 2.9 metres and a maximum height of 6.3 metres to be aligned with the existing front and rear elevations.

1.3 It is proposed to form a pitched roof porch to the front elevation built to an eaves height of 2.35 metres, a maximum height of 3.9 metres and would project 1.8 metres from the front elevation.

1.4 One flat roof dormer is proposed to the westernmost side of the front elevation roof slope to match the existing dormer to the front elevation. The proposed dormer would be 2.9 metres deep, built to a height of 1.9 metres and would be sited 1 metre below the ridgeline, 1.1 metres above the eaves and 1.46 metres from the proposed east flank elevation.

1.5 It is also proposed to extend the existing dormer to the rear elevation roof slope. The proposed dormer to the rear would be 11.9 metres wide, 3 metres deep and 1.9 metres high. The dormer would be sited 1 metre below the ridgeline, 0.98 metres above the eaves, and 1.68 metres from the east flank and 1.1 metres from the party wall with No. 56.

1.6 It is further proposed to form a vehicular crossover onto Glenbervie Drive. The proposed crossover would be 3.78 metres wide.

1.7 The proposed windows and doors would be upvc to match existing while the walls would be painted render to match existing. The proposed roof would be dark red concrete tile to match existing.

2 Site and Surroundings

2.1 The site is located at the junction intersection of Glenbervie Drive and Grange Park Drive, Recreation Avenue is to the west. The site is occupied by a semi-detached chalet style bungalow with an average sized rear garden relative to the area.

2.2 The front curtilage of the property is partially hard surfaced with a low level boundary wall. One private parking space is available to the rear of the property accessible from Grange Park Drive. The surrounding area is residential in character featuring chalets and dwellings of a various design. The area has a generally open Arcadian character including spacious junctions and planted verges.

- 2.3 The property has previously undergone rear and roof extensions. These appear to have been undertaken some time ago without the benefit of express planning permission. The adjoining property has also undergone previous extensions. These are discussed in further detail below.

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, impact on residential amenity, traffic and transportation issues and CIL.

4 Appraisal

Principle of Development

National Planning Policy Framework (2012); Development Plan Document 1 (DPD1): Core Strategy Policies KP2 (Development Principles) and CP4 (Environment and Urban Renaissance); Development Management Document 2: Policy DM1 (Design Quality), DM3 (The Efficient and Effective Use of Land) and Design and Townscape Guide SPD1 (2009).

- 4.1 This proposal is considered in the context of the Core Strategy DPD policies KP2 and CP4, Policy DM1 and DM3 of the Development Management DPD2 and the Design and Townscape Guide. These policies and guidance support extensions to properties in most cases but require that such alterations and extensions respect the existing character and appearance of the building. Therefore, the principle of extending the property is acceptable subject to the detailed considerations below.

Design and Impact on the Character of the Area

National Planning Policy Framework (2012); Development Plan Document 1 (DPD1): Core Strategy Policies KP2 (Development Principles) and CP4 (Environment and Urban Renaissance); Development Management Document 2: Policy DM1 (Design Quality), DM3 (The Efficient and Effective Use of Land) and Design and Townscape Guide SPD1 (2009).

- 4.2 The National Planning Policy Framework (NPPF) states *“The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.”* (Paragraph 56 – ‘Requiring good design’).
- 4.3 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 states *“development proposals will be expected to contribute to the creation of high quality, sustainable urban environment which enhances and complements the natural and built assets of Southend by maintaining and enhancing the amenities, appeal and character of residential areas, securing good relationships with existing development, and respecting the scale and nature of that development.”*

- 4.4 Policy DM1 of the Development Management DPD2 advocates the need for good quality design that contributes positively to the creation of successful places. All developments should respect the character of the site, its local context and surroundings in terms of its architectural approach, height, scale, form and proportions.
- 4.5 Paragraph 63 of SPD1 Design and Townscape Guide states that, *“When planning development on a corner site, the issue of two public frontages needs to be addressed. The context of the adjoining streets including scale, rhythm and form requires a single design solution, and development will be required to present well-designed and appropriately scaled elevations to both frontages. In some areas of the Borough the openness of road junctions is part of the local character and where this occurs it must be respected in the design of new development. This can mean setting the footprint back from the road to open the corner at ground level and ensuring the height of the proposal is appropriate and does not create a ‘canyon effect’.”*
- 4.6 Paragraph 366 of the Design and Townscape Guide under the heading of ‘Roof Extensions and Dormer Windows’ states *“Proposals for additional roof accommodation within existing properties must respect the style, scale and form of the existing roof design and the character of the wider townscape. Dormer windows, where appropriate, should appear incidental in the roof slope (i.e. set in from both side walls, set well below the ridgeline and well above the eaves). The position of the new opening should correspond with the rhythm and align with existing fenestration on lower floors.”*
- 4.7 Paragraph 351 of the Design and Townscape Guide (SPD1) under the heading of ‘Side Extensions’ states *“Many properties in the Borough have the capacity to extend to the side. However, side extensions can easily become overbearing and dominate the original property. In order to avoid this, side extensions should be designed to appear subservient to the parent building. This can generally be achieved by ensuring the extension is set back behind the existing building frontage line and that its design, in particular the roof, is fully integrated with the existing property. Poorly designed side extensions will detrimentally affect the proportions and character of the existing property and so extreme care should be taken to ensure the original design qualities are preserved. Set backs can also alleviate the difficulty of keying new materials (particularly brickwork) into old and disguises slight variations.”*
- 4.8 The application site is located at the junction intersection of Glenbervie Drive and Grange Park Drive which is open in nature. The proposed gable roof side extension would project 5.5 metres from the east flank elevation reducing the existing separation distance of 7.7 metres to the eastern boundary along Grange Park Drive to 2.2 metres. The resultant width of the front elevation and proposed fenestration would appear unbalanced when viewed with the adjoining property. It would also encroach on the openness of the junction.
- 4.9 Given the location of the property and open nature of the site and surrounding area the rear elevation of the building is clearly visible from Grange Park Drive. It is found that the proposed dormer to the rear elevation roofslope would, by reason of its design, scale, siting and bulk appear overscaled and not incidental to the roofslope.

It is considered the dormer would appear as a dominant and incongruous addition to the existing building resulting in a development that is harmful to the appearance and character of the host property and wider area.

- 4.10 It is noted, that the adjoining property No. 56 to the west completed a similar roof extension in 1986 before the adoption of current policy and guidance. However, the siting of No. 56 is far less prominent within the streetscene and so the impact of that roof extension is significantly less harmful than what is proposed under the current application.

Impact on Residential Amenity

National Planning Policy Framework (2012); Development Plan Document 1 (DPD1): Core Strategy Policies KP2 (Development Principles) and CP4 (Environment and Urban Renaissance); Development Management Document 2: Policy DM1 (Design Quality), DM3 (The Efficient and Effective Use of Land) and Design and Townscape Guide SPD1 (2009).

- 4.11 Paragraph 343 of the Design and Townscape Guide (SPD1) under the heading of 'Alterations and Additions to Existing Residential Buildings' states, amongst other criteria, that *"extensions must respect the amenity of neighbouring buildings and ensure not to adversely affect light, outlook or privacy of the habitable rooms in adjacent properties."* Policy DM1 of the Development Management DPD 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."*
- 4.12 The proposed side extension would be aligned with the existing front and rear elevations of the dwelling however the width of the rear elevation would extend 5.5 metres towards the eastern boundary forming a separation distance of 15 metres to the west flank elevation of No. 46. Taking the separation distance into consideration it is considered the proposal would not impact upon the residential amenity of those to the east.
- 4.13 The proposal would be sited approximately 9.3 metres from the shared rear boundary with No. 41 Grange Park Drive. This property does not feature windows to the north flank elevation, the separation distance to the rear is not altered and the limited height of the rear elevation. It is therefore considered the proposal would not be overbearing or result in a sense of enclosure for the residents of No. 41.
- 4.14 Given the proposed ground floor rear elevation would be aligned with the existing and the proposed dormer to the rear roof slope would not project beyond the existing it is therefore considered the residential amenity of No. 56 would not be harmed in a way which would justify a refusal of planning permission.
- 4.15 It is proposed to install one bathroom and one bedroom window to the proposed rear dormer and four full length glazed bi-folding doors to the rear elevation at ground floor level. Taking the separation distance to the rear boundary and the proposed amount of glazing to the rear into consideration it is found that the proposal would not result in an issue of overlooking or loss of privacy for the neighbouring properties.

- 4.16 To the front elevation at first floor level it is proposed to install one bedroom window and a large bay window to serve a snug at ground floor level which would enable views towards neighbouring properties. However this would be towards those parts of the properties that are visible from the public domain and are therefore not private for a significant distance. It is not found that the proposal would raise any overlooking or loss of privacy issues.

Traffic and Transportation

National Planning Policy Framework (2012); Development Plan Document 1 (DPD1): Core Strategy Policies KP2 (Development Principles), CP4 (Environment and Urban Renaissance), CP3 (Transport and Accessibility); Development Management Document 2: Policy DM15 (Sustainable Transport Management) and Design and Townscape Guide SPD1 (2009).

- 4.17 Glenbervie Drive is not a classified road and as such there are no requirements to enter and leave the site in forward gear. The size of the proposed crossover is a width of 3.8 metres; the requirements are 6.5m x 2.6m for parallel parking or 4.8m x 2.4m for right angle parking. Therefore, the forecourt area complies with the policies contained in the Vehicle Crossing Policy.
- 4.18 On-street parking is available along Glenbervie Drive, the highway outside of this property partly contains a double yellow line. It is acknowledged the proposed crossover would impact on the availability of on-street parking. However, there is no net loss of parking and as such this impact does not constitute as a reason for refusal.
- 4.19 The proposed parking and vehicular access would not involve the removal or relocation of a street light or other street furniture that has an electricity supply and is found to be acceptable and compliant with the objectives of the development plan policies in this instance.

Community Infrastructure Levy (CIL)

Charging Schedule

- 4.20 This application is CIL liable and there will be a CIL charge payable. Section 143 of the Localism Act 2011 states that any financial sum that an authority has received, will, or could receive, in payment of CIL is a material 'local finance consideration' in planning decisions. The proposed development would have a gross internal area of 114 square metres which equates to £7,234.62

5 Conclusion

- 5.1 The proposed development would be unacceptable for the reasons set out above. The proposal is in conflict with the development plan policies and guidance and is recommended for refusal.

6 Planning Policy Summary

- 6.1 National Planning Policy Framework (NPPF) (2012)

- 6.2 Development Plan Document 1: Core Strategy Policies CP3 (Transport and Accessibility), CP4 (Environment and Urban Renaissance) and KP2 (Development Principles)
- 6.3 Development Management Document 2: Policy DM1 (Design Quality), DM3 (The Efficient and Effective Use of Land) and DM15 (Sustainable Transport Management)
- 6.4 Supplementary Planning Document 1: Design and Townscape Guide 2009
- 6.5 CIL Charging Schedule

7 Representation Summary

Public Consultation

- 7.1 Ten neighbouring properties were notified and one letter of objection was received objecting to the following:
 - Vehicular access already in Grange Park drive. Busy road will increase parking difficulty for neighbours.
- 7.2 Councillor Evans has requested that this planning application go before the Development Control Committee for consideration.

Transport and Highways

- 7.3 The following comments were received:

Parking for 2 vehicles have been provided to the front of the site there are no highway objections to this proposal

Design and Regeneration

- 7.4 The following comments were received:

The application property is the southern half of a semi-detached chalet at the junction of Glenbervie Drive and Grange Park Drive. It has a hipped roof with box dormer to the front and rear and is set a good distance of the boundary. The other half of the semi, number 54 was extended in 1986 to include an integral garage to the side, alter the hip to a gable, an additional box dormer to the front and an elongated single box dormer to the rear.

The streetscene is mixed and includes chalets and houses of various designs a number of which have dormers to the front. The area has a generally open Arcadian character including spacious junctions and planted verges.

The proposal is seeking to extend to the side, reducing the gap to the junction from 7.5m to 2.2m, changing the hip to gable, erecting another box dormer to the front, extending the rear dormer to cover the whole of the rear roof slope and extending the existing single storey rear extension to span the width of the property.

Whilst the proposal has some similarities with the extensions that have occurred at the attached property a number of concerns are raised in regard to the design.

- The width of the extension and the placement of fenestration is such that the proposal would appear unbalanced and this would be detrimental to the streetscene.
- The increase in width is of an extent that the property is encroaching on the openness of the junction and this would be out of character with the area.
- The proposed rear dormer is significantly over scaled and would be very prominent from Grange Park Drive which would also be detrimental to the streetscene .

It is noted that the adjacent property has a similar extension including a very wide rear dormer but it is noted that this was granted many years ago before the adoption of current policy and guidance and is not so prominent in the streetscene. It is therefore considered that the current proposal should respect the policy and guidance in this instance. This extended property, however, does form part of the context for the site particularly to the front where it is fully visible. Therefore this provides some justification for certain elements which are seeking to balance the overall design of the semis including the principle of a side extension, a gabled roof form and a front box dormer.

Parks

7.5 No comments received.

8 Relevant Planning History

8.1 In 1986 No. 56 Glenbervie Drive, the adjoining property received permission to erect single storey side extension with accommodation in extended and existing roofspace with dormer windows to front and rear under application reference 86/0564.

9 Recommendation

REFUSE PLANNING PERMISSION for the following reasons:

01. The proposed side extension, hip to gable roof extension, rear and front dormer windows would, by reason of their design, size, bulk and siting represent discordant, incongruous and overly dominant features which are detrimental to the character and appearance of the host property and the area more widely. The proposal is therefore unacceptable and contrary to the National Planning Policy Framework; Policies KP2 and CP4 of the Southend-on-Sea Core Strategy (2007); Policies DM1 and DM3 of the Southend-on-Sea Development Management Document (2015); and advice contained within the Southend-on-Sea Design and Townscape Guide (2009).

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern with the proposal and determining the application within a timely manner, clearly setting out the reason(s) for refusal, allowing the Applicant the opportunity to consider the harm caused and whether or not it can be remedied by a revision to the proposal. The detailed analysis is set out in a report prepared by officers. In the circumstances the proposal is not considered to be sustainable development. The Local Planning Authority is willing to discuss the best course of action and is also willing to provide pre-application advice in respect of any future application for a revised development, should the applicant wish to exercise this option in accordance with the Council's pre-application advice service.

Informative

Please note that this application would be liable for a payment under the Community Infrastructure Levy Regulations 2010 (as amended) if planning permission had been granted. Therefore if an appeal is lodged and subsequently allowed, the CIL liability will be applied. Any revised application might also be CIL liable.

