

Southend-on-Sea Borough Council

Agenda
Item

Report of the Corporate Director of
Enterprise, Tourism & the Environment
To
Development Control Committee
On
6th February 2013

Report(s) on Pre-Meeting Site Visits

A Part 1 Agenda Item

WARD & TIME	APP/REF NO.	ADDRESS	PAGE
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Pre-Meeting Site Visits – Depart Civic Centre

Blenheim Park	12/00243/FUL	Westcliff High School for Boys, Kenilworth Gardens, Westcliff-on-Sea	3
Milton	12/01574/FUL	40 Canewdon Road, Westcliff-on-Sea	12

Depart Civic Centre at: 11 am

DEVELOPMENT CONTROL COMMITTEE

SITE VISIT PROTOCOL

Purpose of Visits

- (i)** The purpose of the site visits is to enable Members to inspect sites of proposed developments or development which has already been carried out and to enable Members to better understand the impact of that development.
- (ii)** It is not the function of the visit to receive representations or debate issues.
- (iii)** There will be an annual site visit to review a variety of types and scales of development already carried out to assess the quality of previous decisions.

Selecting Site Visits

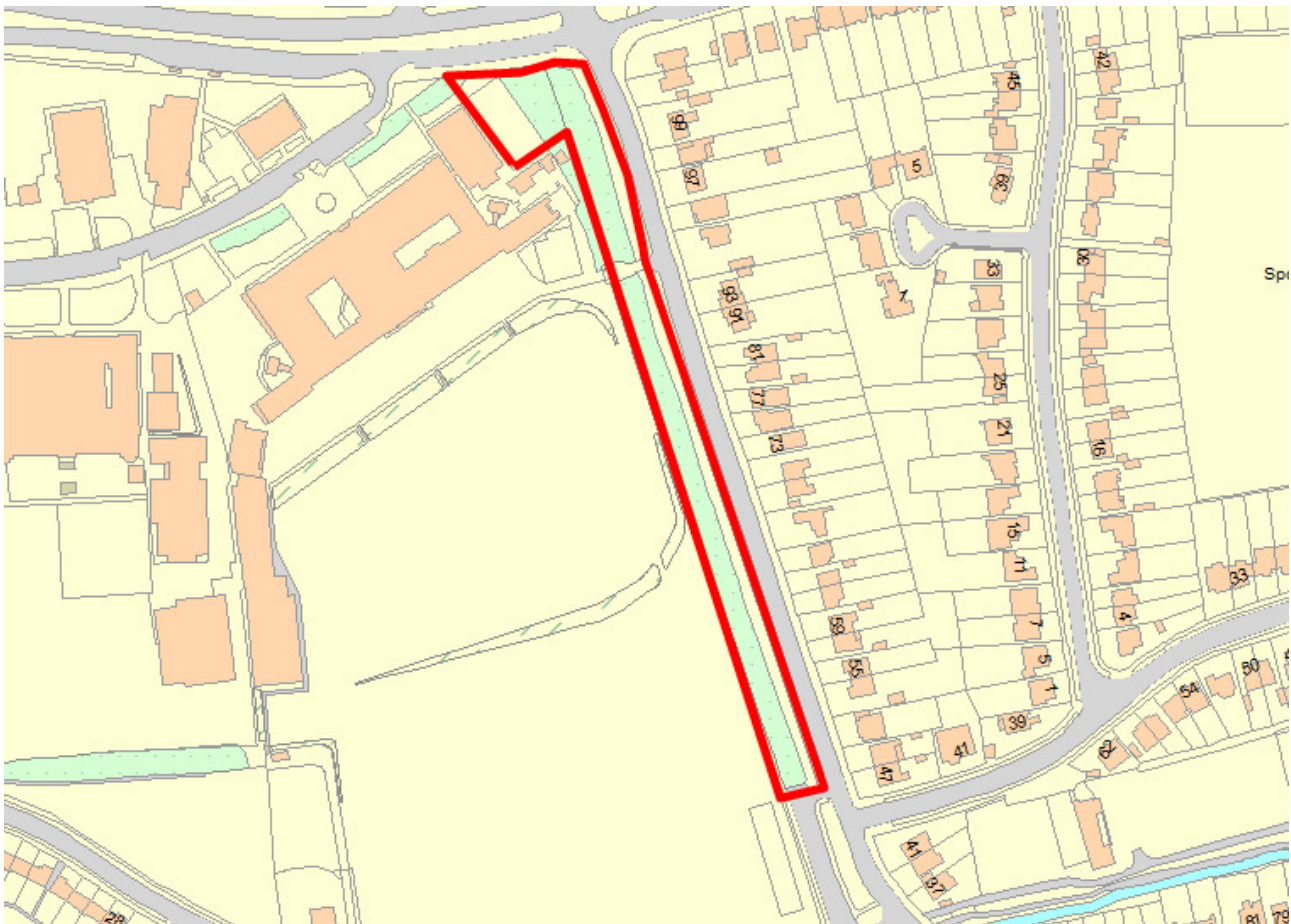
- (i)** Visits will normally be selected (a) by the Corporate Director of Enterprise, Tourism & the Environment and the reasons for selecting a visit will be set out in his written report or (b) by their duly nominated deputy; or (c) by a majority decision of Development Control Committee, whose reasons for making the visit should be clear.
- (ii)** Site visits will only be selected where there is a clear, substantial benefit to be gained.
- (iii)** Arrangements for visits will not normally be publicised or made known to applicants or agents except where permission is needed to go on land.
- (iv)** Members will be accompanied by at least one Planning Officer.

Procedures on Site Visits

- (i)** The site will be inspected from the viewpoint of both applicant(s) and other persons making representations and will normally be unaccompanied by applicant or other persons making representations.
- ii)** The site will normally be viewed from a public place, such as a road or footpath.
- (iii)** Where it is necessary to enter a building to carry out a visit, representatives of both the applicant(s) and any other persons making representations will normally be given the opportunity to be present. If either party is not present or declines to accept the presence of the other, Members will consider whether to proceed with the visit.
- (iv)** Where applicant(s) and/or other persons making representations are present, the Chairman may invite them to point out matters or features which are relevant to the matter being considered but will first advise them that it is not the function of the visit to receive representations or debate issues. After leaving the site, Members will make a reasoned recommendation to the Development Control Committee.

Version: 6 March 2007

Reference:	12/00243/FUL
Ward:	Blenheim Park
Proposal:	Variation of Condition 09 of planning permission 08/00890/FUL which restricted the use of the hardstanding to the east of the site to be used solely for car parking to allow it for use as general D1
Address:	Westcliff High School for Boys, Kenilworth Gardens, Westcliff-on-Sea, Essex, SS0 0BD
Applicant:	Westcliff High School for Boys
Consultation Expiry:	3 April 2012
Expiry Date:	13 November 2012
Case Officer:	Matthew Leigh
Plan No's:	8659-03 and 8659-04
Recommendation:	GRANT PLANNING PERMISSION



The application went before the Development Control Committee on the 12th December 2012 but was deferred, by Members, for a site visit.

1 The Proposal

- 1.1 The application is in relation to the variation of condition 9 of planning application SOS/08/00890/FUL.
- 1.2 Application SOS/08/00890/FUL was submitted to change the use of the public open space for educational purposes (class D1) lay out car parking spaces, erect boundary fence and form vehicular access onto Eastwood Boulevard. The application was refused planning permission. The application was appealed and the appeal was subsequently allowed.
- 1.3 Condition 9 states:

“The area to the east of the site annotated as a car park area (29 car parking spaces) on Drg. No 8659-03 shall be used only for the parking and manoeuvring of vehicles, motorcycles and bicycles and shall not be used for any purpose including any purpose that falls within Class D1 of the Town and Country Planning (Use Classes) Order 1987 (as amended).”
- 1.4 This application seeks to vary the condition to allow unrestricted D1 use of the area as currently it could only be used for car parking six times a year.
- 1.5 The work to the car park is now substantially complete.

2 Site and Surroundings

- 2.1 Westcliff High School for Boys can be accessed from Middlesex Avenue, and is located between Kenilworth Gardens, Eastwood Boulevard and Manchester Drive.
- 2.2 The site is occupied by the main school building, ancillary buildings including science block and gymnasium, playing fields and hard surfaced playground area.
- 2.3 The application site relates to an area in the northeast corner of the school. An area of the site has recently been cleared to provide hard standing in accordance with application SOS/08/00890/FUL.

3 Planning Considerations

- 3.1 The main considerations of this application is the purpose of the condition and whether the proposed variation would materially affect the principle of the development, impact on the character of the area, traffic and transportation issues and impact on residential amenity.

4 Appraisal

Background to the application

- 4.1 A planning application (SOS/08/00890/FUL) for the change of use of the public

open space for educational purposes (class D1) lay out car parking spaces, erect boundary fence and form vehicular access onto Eastwood Boulevard was refused planning permission at Development Control Committee. The application was appealed and the appeal was subsequently allowed on the 7 July 2009.

- 4.2 At the time of the appeal the appellant attempted to increase the scope of the proposal by including use of the proposed hardstanding as a play area. The Inspector concluded that this was a substantially different application and determined the appeal on the basis of the information that was submitted at the application stage. No comment was made by the Inspector in relation to the principle of the proposal.
- 4.3 Condition 9 of the Inspector's decision restricted the area to car parking only and not for any other use within Class D1. The applicant seeks to remove the restriction and allow the hardstanding to be used as car parking or any D1 use.
- 4.4 During the course of the appeal it became apparent that the school did not need the parking spaces on a daily basis, but on an infrequent basis to coincide with major events at the school such as open days, where pupils and their parents invariably come by car and park in the surrounding streets causing inconvenience to local residents. Therefore, the Inspector imposed a condition limiting the use of the car park to six times a year.
- 4.5 The Council is in the process of selling the land to the applicant. A temporary Stopping Up Order has been in place since the 29th August 2012 and the permanent Stopping Up Order was approved by the Magistrates Court on the 6th November 2012.

Principle of the Development

The National Planning Policy Framework, DPD1 (Core Strategy) Policies KP2 and CP4; Borough Local Plan (BLP) Policies R1, C15, U7 and U8.

- 4.6 Policy U7 states that the Council will normally support the improvement or extension of existing education establishments and encourage their use for community purposes. Any proposal should maintain satisfactory environmental conditions and residential amenities. A similar stance taken in relation to provision of new education facilities in Policy U8.
- 4.7 The principle of the redevelopment of the site for use by Westcliff High School for Boys is similar in nature to the previous permission, allowed at appeal, and it is considered that there have been no new policies or material considerations since the previous permission and as such the proposal remains acceptable in this respect.
- 4.8 The variation to the condition seeks to relax the requirement of the condition to allow it to be used for other school related activities, rather than being purely restricted to an area for overflow parking for a specific number of times per year .
- 4.9 On the basis that the car park is only intended to be used as an overspill area, in principle, it is considered acceptable to provide an additional hard surfaced play area to facilitate use of this space.

Design and Impact on the Character of the Area:

The National Planning Policy Framework, Policies KP2 and CP4; BLP Policy C11.

- 4.10 The principle of hardstanding in this location was accepted on appeal and the loss of a large proportion of existing vegetation was not objected to by the Inspector. In reaching this conclusion Inspector stated; *“I observed that the existing area of vegetation is unsightly and detracts from the character and appearance of the area... The proposed development would involve a new landscaped strip which would enhance the area. Consequently I do not consider that the proposal would have an unacceptable impact on either the character and appearance of the area or on the outlook of those properties located opposite the appeal site.”*
- 4.11 It is not therefore, considered that an objection can be raised to the proposal in relation to the impact on the character of the area subject to conditions requiring approval of materials and landscaping.

Traffic and Transportation Issues:

The National Planning Policy Framework, DPD1 (Core Strategy) policies KP2, CP3, CP4; BLP policies T8 and T11.

- 4.12 The impact upon highway and parking are identical in nature to the previous application and was considered acceptable at that time. With this in mind it is considered reasonable to impose conditions in relation to restricting the number of times per year the site is used for car parking and access arrangements including car parking.

Impact on Residential Amenity:

The National Planning Policy Framework, DPD1 (Core Strategy) policies KP2 and CP4; BLP policies C11 and E5 the Design and Townscape Guide (2009).

- 4.13 The use of the site for a play ground may lead to a greater level of noise and disturbance than currently is generated on site. However, the site is separated from the adjoining residents by a relatively busy road and the playground will only be in use during the day when the ambient noise levels are higher. It is not considered that the proposal would have a detrimental impact on the amenity of the adjoining residents, which is consistent with the Inspectors decision.

Other Matters

- 4.14 An application, 11/01730/AD, for detail of the landscaping of the car park area was approved on the 5th of March 2012. The details included the retention of a number of trees within the car park. The Council subsequently received a complaint from a neighbour stating that the trees had been removed.
- 4.15 The applicant has since informed the Council that the trees were removed during the course of the works as it became apparent, following clearing the area that two of the trees were in a poor state of health. No evidence has been submitted to the

Council in relation to this. The third tree has apparently grown in an inclined position and its stability was in question. Furthermore, during the clearance works the main electrical power cable serving the school was uncovered. The power cable had not featured on records so its location was not known at the design stage. The mains cable ran adjacent to the three trees and was close to the tree roots which surrounded the cable.

- 4.16 The applicant has indicated that they are willing to provide replacement trees. It is considered reasonable to impose a condition requiring details to be agreed for a new landscaping scheme upon any new planning permission.

5 Conclusion

- 5.1 The proposal is considered acceptable and the unrestricted use of the site for educational purposes will not give rise to harm to interests of acknowledged planning importance.
- 5.2 As the approval of an application for variation of a condition under section.73 of the Planning Act would result in a grant of a new planning permission the conditions imposed previously are to be re-imposed, where relevant.

6 Planning Policy Summary

- 6.1 The National Planning Policy Framework (NPPF)
- 6.2 Development Plan Document 1: Core Strategy Policies KP1 (Spatial Strategy), KP2 (Development Principles) and CP4 (The Environment and Urban Renaissance).
- 6.3 Borough Local Plan: C11 (New Buildings, Extensions and Alterations), E5 (Non-residential Uses Located Close to Housing), U7 (Existing Education Facilities), U8 (Provision of New Education Facilities), T8 (Traffic Maintenance and Highway Safety), T11 (Parking Standards) and T13 (Cycling and Walking).
- 6.4 Supplementary Planning Document 1: Design & Townscape Guide (2009)

7 Representation Summary

Highway Authority

- 7.1 No objection.

Park and Open Space

- 7.2 No comment received.

Sports England

- 7.3 No comment received.

Director of Children and Learning

- 7.4 No comment received.

The Leigh Society

7.5 No comment received.

The Airport Director

7.6 No objection.

Property and Regeneration

7.7 It is understood that the primary use of this area is to be for D1 recreation with occasional (no more than six times per annum) use as an overspill car park. The Asset-Management Team has structured the land deal required around these arrangements. Any deviation from this position (as set out in condition 10 of the existing consent) will necessitate a review of the land transfer

Public Consultation

7.8 Two letters were received from the neighbouring properties, which raised the following comments and observations:

- Appeal decision states the area shall not be used for any purpose that falls within Class D1. **[Officer Comment: The purpose of the application is to vary its use]**
- Trees shown to be retained have been removed. **[Officer Comment: Revised landscaping condition is proposed to seek alternative landscaping scheme. See paragraph 4.10 above]**
Destroyed outlook. **[Officer Comment: The planning Inspector concluded the area of vegetation was 'unsightly and detracts from the character and appearance of the area' see paragraph 4.9 above]**
- Replacement trees **[Officer Comment: See paragraph 4.10 above]**

8 Relevant Planning History

8.1 A planning application (SOS/08/00890/FUL) for the change of use of the public land to educational purposes (Class D1). The development also includes the layout car parking spaces, erect boundary fence and form vehicular access onto Eastwood Boulevard was refused planning permission. The applicant took the opportunity to appeal the Council's decision and the appeal was allowed.

9 Recommendation

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

01 The development hereby permitted shall be carried out in accordance with the following approved plans: 8659-03 and 8659-04.

Reason: To ensure that the development is carried out in accordance with the policies outlined in the Reason for Approval.

- 02** Within two months of the date of this decision a car parking scheme shall be submitted to and agreed in writing by the local planning authority to ensure that the number of occasions when the car park to the east of the site annotated as a car park area (29 car parking spaces) on Drg. No 8659-03 shall be used for the purposes of parking, shall not exceed six times in each school year. The scheme shall include details of how the dates and hours of use shall be communicated to the local planning authority (which shall be no later than the first day of the term in which the occasion will occur). The car park area will thereafter be used in accordance with the approved car parking scheme. A vehicular gate shall be provided, prior to first use of the site, across the access to the car park which shall remain securely closed at all times other than when the car park is in use in accordance with the agreed scheme.

Reason: In the interests of residential amenity and highways efficiency and safety, in accordance with DPD1 (Core Strategy) 2007 policy KP2, Borough Local Plan 1994 policies T8 and T11, and SPD1 (Design and Townscape Guide).

- 03** Within two months of the date of this decision details of both hard and soft landscaping works shall be submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include details of all the existing trees and hedgerows on site and details of any to be retained together with measures for their protection in the course of development; proposed finished levels or contours; car parking layouts; other vehicle and pedestrian access and circulation areas hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs etc); the position and type of any lighting and the proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc).

Reason: To ensure that the development is satisfactory in terms of its appearance and that it makes a positive contribution to the local environment and biodiversity in accordance with DPD1 (Core Strategy) policies KP2 and CP4, Borough Local Plan 1994 policies C11 and C14, and SPD1 (Design and Townscape Guide).

- 04** Soft landscape works shall include planning plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedule of plants, noting species, plant size and proposed numbers/densities where appropriate; and an implementation programme.

Reason: To ensure that the development is satisfactory in terms of its appearance and that it makes a positive contribution to the local environment and biodiversity in accordance with DPD1 (Core Strategy) policies KP2 and CP4, Borough Local Plan 1994 policies C11 and C14, and SPD1 (Design and Townscape Guide).

- 05** All hard and soft landscape works shall be carried out in accordance with

the approved details. The works shall be carried out in accordance with a programme agreed in writing by the local planning authority, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written approval to any variation.

Reason: To ensure that the development is satisfactory in terms of its appearance and that it makes a positive contribution to the local environment and biodiversity in accordance DPD1 (Core Strategy) policies KP2 and CP4, Borough Local Plan 1994 policies C11 and C14, and SPD1 (Design and Townscape Guide).

- 06 A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, shall be submitted to and approved by the local planning authority prior to the use hereby permitted commencing. The landscape management plan shall be carried out as approved.

Reason: To ensure that the development is satisfactory in terms of its appearance and that it makes a positive contribution to the local environment and biodiversity in accordance with DPD1 (Core Strategy) policies KP2 and CP4, Borough Local Plan 1994 policies C11 and C14, and SPD1 (Design and Townscape Guide).

- 07 Soft landscape works shall include planning plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedule of plants, noting species, plant size and proposed numbers/densities where appropriate; and an implementation programme.

Reason: To ensure that the development is satisfactory in terms of its appearance and that it makes a positive contribution to the local environment and biodiversity in accordance with DPD1 (Core Strategy) policies KP2 and CP4, Borough Local Plan 1994 policies C11 and C14, and SPD1 (Design and Townscape Guide).

- 08 The boundary treatment (including access gates) shall be provided, in accordance with drawing numbers 8659-03 and 5659-06, prior to the use of any part of the development.

Reason: To ensure that the development is satisfactory in terms of its appearance and that it makes a positive contribution to the local environment and biodiversity in accordance with DPD1 (Core Strategy) policies KP2 and CP4, Borough Local Plan 1994 policies C11 and C14, and SPD1 (Design and Townscape Guide).

- 09 Prior to first use a Sustainable Urban Drainage Scheme shall be provided in accordance with drawing numbers 8659-02 and 03 and through use of Marshalls permeable block paving and shall be provided prior to the first use of the development.

Reason: In the interest of sustainable development and accordance with Policy KP2 of the Southend on Sea Borough Core Strategy.

- 10 The area to the east of the site annotated as car park area (29 car parking spaces) on Drg. No 8659-03 shall be used for car parking or any purpose that falls within Class D1 of the Town and Country Planning (Use Classes) Order 1987 (as amended).**

Reason: To ensure that the development is acceptable in planning terms and in accordance with DPD1 (Core Strategy) policies KP2 and CP4, Borough Local Plan 1994 policies C11, U7 and U8, and SPD1 (Design and Townscape Guide).

- 11 The access arrangements, including visibility splays, shall be provided in accordance with drawing number 8659-07. The use hereby approved shall not commence until the access has been provided and shall be retained in perpetuity.**

Reason: In the interests of residential amenity and highways efficiency and safety, in accordance with DPD1 (Core Strategy) 2007 policy KP2, Borough Local Plan 1994 policies T8 and T11, and SPD1 (Design and Townscape Guide).

This permission has been granted having regard to the Core Strategy Policies KP1 (Spatial Strategy), KP2 (Development Principles) and CP4 (The Environment and Urban Renaissance) and Policies C11 (New Buildings, Extensions and Alterations), E5 (Non-residential Uses Located Close to Housing), U7 (Existing Education Facilities), U8 (Provision of New Education Facilities), T8 (Traffic Maintenance and Highway Safety), T11 (Parking Standards) and T13 (Cycling and Walking) of the Borough Local Plan together with, the Design and Townscape Guide SPD, Government guidance and to all other material considerations. The carrying out of the development permitted, subject to the conditions imposed, would accord with those policies and in the opinion of the Local Planning Authority there are no circumstances which otherwise would justify the refusal of permission.

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.

Reference:	12/01574/FUL
Ward:	Milton
Proposal:	Demolish existing garages and erect two 2 storey dwellings to rear of 40 Canewdon Road
Address:	40 Canewdon Road, Westcliff-on-Sea, Essex, SS0 7HD
Applicant:	Hedgehog Development
Agent:	Hedgehog Development
Consultation Expiry:	28 th January 2013
Expiry Date:	13 th February 2013
Case Officer:	Janine Argent
Plan Nos:	P1013; P1007; P1011; P1002; P1001A; P1003A; P1004B; P1012; P1010B; P1009A; P1009; P1008B; P1005B; 1006B;
Recommendation:	REFUSE PLANNING PERMISSION



1 The Proposal

- 1.1 Planning permission is sought to demolish a block existing garages on the site and erect two, 2 storey dwellings to the rear of 40 Canewdon Road. The properties would include a study, wc, kitchen/dining/living room to the ground floor together with an outdoor amenity area of 9.87sqm to the rear. At the first floor one bedroom is proposed together with a bathroom. One parking space is proposed to serve each dwelling
- 1.2 The Design and Access statement accompanying this planning application acknowledges there is an extant permission for a one bedroom single storey contemporary dwelling (12/00391/FUL) at the site. The applicant suggests that it was felt the proposal would not enhance the streetscape, and that the form of a single storey dwelling was not in keeping with the surroundings.
- 1.3 It should be noted pre application discussions have taken place between the Council, Agent and local residents. A letter of support from a local resident accompanies the formal submission of the application and is detailed under paragraph 6.4 below.
- 1.4 The applicant contends the justification for this application is that the area is predominantly large detached properties on Ditton Court Road and converted flats on Canewdon Road and Valkyrie Road. We believe (including the residents) there is a need and demand for affordable housing which suits commuters travelling to London from the station located so near. The accommodation offered in the proposed scheme is of a higher quality than a flat and has the benefits of a small garden and off street parking. There is not a demand for a single detached family property on this busy cut through road.

2 Site and Surroundings

- 2.1 The application site is located between the rear gardens of 40-48 Canewdon Road. The existing access to the garages is via Canewdon Road.
- 2.2 To the north of the site is a car park serving doctors surgery, to the west is a hardstanding area for vehicles at 48 Canewdon Road and hardstanding to the east serving 40 Canewdon Road.
- 2.3 The site is within a residential area which is predominantly characterised by two storey detached properties.

3 Planning Considerations

- 3.1 The main considerations in relation to this application are the principle of development, design and impact on the character of the area including the traffic and transportation issues, impact on residential amenity and sustainable construction.

4 Appraisal

Principle of Development

National Planning Policy Framework; DPD1 (Core Strategy) policies KP1, KP2, CP4, CP8; BLP policies C11, H5 and the Design and Townscape Guide SPD1 (2009)

- 4.1 The principle of residential development on this site has already been previously accepted following permission granted for a single storey dwelling to the rear of 40 Canewdon Road (12/00391/FUL). In light of the above, subject to the considerations below no objection is raised to the principle of development.

Design and impact on the character of the area

National Planning Policy Framework- Delivering a wide choice of high quality homes, Requiring good design; DPD1 (Core Strategy) policies KP2, CP4; Borough Local Plan policies C11, C14, H5, and Design and Townscape Guide SPD1 (2009)

- 4.2 Paragraph 56 of the 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”.
- 4.3 Paragraph 60 of the NPPF states “Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles”. Policy KP2 of the Core Strategy requires all new developments to respect the character and scale of the existing neighbourhood where appropriate. Policy CP4 of the Core Strategy states that development proposals will be expected to contribute to the creation of a high quality, sustainable urban environment which enhances and complements the natural and built assets of Southend.
- 4.4 The front elevations of the dwellings are bland and dominated by the large void under croft parking for the two car parking spaces. Amended drawings have been received in relation to the inclusion of front doors, projecting windows to the first floor and detailing to provide a Juliette balcony together with the use of red brick to the lower level whilst the upper floor will be render. Whilst additional amendments have been provided the parking voids still remain and the size and location of the fenestration is unchanged. The overall detailing of the proposed development is weak and the proportions do not respect the surrounding properties. The local character of the area is for robust detailing, strong front entrances, vertical proportions and projections. The proposed development does not relate well to this character.
- 4.5 The overall height of two houses is approximately 8.4m, planning permission has been previously granted for a single storey dwellinghouse with a height of 3.1m and the scale was considered consistent with the existing garages on site (12/00391/FUL) and had limited visual impact. The applicant contends within their design and access statement accompanying this application that a taller building

would relate better to the streetscene which contains 2-3 storeys. However, it is considered given the size of the site this will exacerbate the overall scale giving the development a cramped appearance which is not considered to relate satisfactorily to the streetscene contrary to the National Planning Policy Framework, Policy KP2 and CP4 of the Core Strategy, Policy C11 and H5 of the Southend on Sea Borough Local Plan and the Design and Townscape Guide.

- 4.6 The surrounding dwellinghouses are of a traditional form. The contemporary nature of the previous application whilst it was considered to contrast to the surrounding streetscene the overall detailed design was considered to provide a contemporary design and a positive contribution to the streetscene. The existing urban grain of the area is characterised by a uniform building line on Valkyrie Road, Ditton Court Road. It is noted elsewhere in the borough infill development has been accepted and the principle of this has been previously accepted on site. However, each case is dealt with on its own merits and in this case the proposal would harm the character of the area, by reason of its scale and poor design and prominence in the street, to the detriment of the established character, grain and appearance of the area.
- 4.7 In terms of the internal space standards, the applicant has submitted a comparison with another scheme in the borough within the Design and Access Statement. Whilst reference has been drawn to this planning application, it is considered that specific details must be considered. The size of the kitchen/dining/living room for this application is 16.5sqm (rather than 18.8sqm which includes the staircase as detailed on the drawings), the bedroom at first floor has an area of 11sqm. It seems that the desire to create two units on the site rather than one has resulted in restricted internal living arrangements.
- 4.8 With respect to amenity space for the proposed dwellings, 9.8sqm is proposed to the rear of the building and will be surrounded by a 1.8m-2m high wall. Whilst reference has been made to another application which had an amenity area of 7.2sqm (10/01668/FUL) was proposed and deemed acceptable. The reason for the inadequate room, sizes and amenity space unlike the application referred to by the applicant (10/01668/FUL) is as a result of the overdevelopment of the site referred to above. The combination of these factors makes the development unacceptable.
- 4.9 It is considered that the proposed development by reason of its cramped nature, scale, poor quality design and lack of amenity space would result a development that is incongruous within the streetscene and an unacceptable standard of environment for future occupants and is contrary to the National Planning Policy Framework, Policy KP2 and CP4 of the Core Strategy and Policy C11 and H5 of the Southend on Sea Borough Local Plan and the Design and Townscape Guide.

Traffic and transportation

National Planning Policy Framework; DPD1 (Core Strategy) policies KP2, CP4, CP3; BLP policies T8, T11; EPOA Parking Standards and the Design and Townscape Guide SPD1.

- 4.10 The existing site includes four garages; the loss of the garages will not have a detrimental impact on the parking provision within the area as the garages do not serve any residential properties. Two of the garages are used for commercial purposes. The site is well placed for public transport, being 300m from Westcliff

Railway Station and 500m away from buses which run frequently in London Road. The principle of the loss of the garages has already been accepted following the approval of 12/00391/FUL.

- 4.11 The vehicle access to the site will be from Canewdon Road and one parking space per dwellinghouse will be provided. No objections have been raised by the Council's Highway Officer in relation to the parking provision or vehicle access.
- 4.12 Further details are required on cycle storage to be provided on site.

Impact on residential amenity

National Planning Policy Framework; DPD1 (Core Strategy) policies KP2 and CP4; BLP policies C11, H5 and the Design and Townscape Guide SPD1.

- 4.13 Policy CP4 of the Core Strategy and H5 of the Borough Local Plan requires all development within residential streets to be appropriate in its setting by respecting neighbouring development, existing residential amenities, and the overall character of the locality.
- 4.14 The development would not give rise to overlooking.
- 4.15 Given the orientation of the site and the position of the dwellings, it is not considered the development will result in any overshadowing.
- 4.16 In light of the above, the proposal will not have a detrimental impact on residential amenity and is in accordance with Policy CP4 of the Core Strategy and Policy H5 of the Southend on Sea Borough Local Plan.

Sustainable Construction

National Planning Policy Framework; DPD1 (Core Strategy) policies: KP2; Borough Local Plan and the Design and Townscape Guide SPD1.

Paragraph 97 of the NPPF states that local authorities should promote energy from renewable sources. Policy KP2 of the Core Strategy states that all new development proposals should demonstrate how they will maximise the use of renewable and recycle energy, water and other resources.

The proposed development will include 10% renewable energy via photovoltaic panels. Further details will be required to ensure the development will achieve the 10% renewable energy requirements as detailed within Policy KP2 of the Core Strategy.

Policy KP2 of the Core Strategy advocates the need for sustainable drainage. No details accompany this application however this can be dealt with by condition and therefore no objection is raised.

5 Planning Policy Summary

5.1 National Planning Policy Framework 2012

- 5.2 Development Plan Document 1: Core Strategy Policies KP1 (Spatial Strategy), KP2 (Development Principles), CP3 (Transport and Accessibility), CP4 (The Environment and Urban Renaissance), CP8 (Dwelling Provision)
- 5.3 Borough Local Plan Policies C11 (New Buildings, Extensions and Alterations), T8 (Traffic Management and Highway Safety), T11 (Parking Standards), C14 (Trees, Planted Areas and Landscaping), H5 (Residential Design and Layout Considerations), T13 (Cycling and Walking)
- 5.4 SPD1 Design & Townscape Guide 2009
- 5.5 EPOA Vehicle Parking Standards (2001)
- 5.6 Waste Management Guide

6 Representation Summary

Design and Regeneration

- 6.1 The current proposal is to erect a pair of 1 bed two storey houses on a site currently occupied by 4 garages which are located in a short section of Canewdon Road which spans between Ditton Court Road and Valkyrie Road. This section of Canewdon Road does not have any principle building frontages, except garages, although the buildings at each end of the block on both sides of the street have significant returns facing onto Canewdon Road. These are of 2-3 storeys. The site has a reasonable length of frontage to Canewdon Road but is not very deep and is therefore restricted in space. The principle of redevelopment of the garages has been established by the approval of a single contemporary 1 bed bungalow on the site in 2012.

The proposal seeks to increase the height of development to two storeys and increase the number of units from one to two. The argument is that a taller building would relate better to the streetscene contains buildings of 2-3 storeys (see above). Whilst the single storey building is considered acceptable it is noted that a two storey building would relate better to the scale of the neighbouring buildings and there is therefore no objection to this in principle provided it is well designed and does not create unacceptable overlooking of adjacent properties. Therefore whilst there are no objections in principle to 2 storeys on this site this proposal has not demonstrated that 2 units can be successfully accommodated.

Unfortunately the proposal is of a poor design with reference to the bland front elevation, undercroft parking void on the frontage, hidden front entrances and the proposed fenestration is weak. In addition there is no positive relationship to local character which is for robust detailing, strong front entrances, vertical proportions, projections and red /orange brick and red /brown tile. **[Officer Comment: Amended drawings have been received including a door to the front elevation for the main entrance, alterations to the fenestration including a projecting window and detailing for a Juliette balcony to the front and confirmation of the material to be used as red brick].**

It seems that the desire to create two units on the site rather than one has meant that the frontage is dominated by the unattractive parking arrangements and the

size of the internal living space has been compromised - the kitchen is too small to fit the necessary appliances and cupboard space, the usability of the outside amenity is questionable and the study very cramped **[Officer Comment: Drawings have been received showing the kitchen being workable for potential future occupiers].**

Sustainability

The proposed solar photo voltaic panels should satisfy the requirement for 10% renewables.

Traffic and Transportation

- 6.2 There are no objections to this proposal; parking level has been provided in accordance with guidance.

Environmental Health

- 6.3 No comments have been received at the time of writing this report.

Public Consultation

- 6.4 A site notice was displayed on the 7th January 2013 and 21 neighbours notified of the proposal.

One letter of representation has been received stating the following:

- The development should be built in accordance with the plans.
- The development is small and confined and would not like to live in such a small area.

One letter of support has been received stating:

Three letters have been received from local residents stating:

- Regis submitted a planning application to add value to the site for sale
- All the residents adjacent to the site objected, using the due process
- Conditional planning permission was approved, notwithstanding the level of objections
- The design of the building is more in keeping with other properties.
- The space is laid out better for use inside and offers a much higher quality of living environment and space from the originally approved application for a single storey dwelling.
- The two storey frontage, as well as providing more living space, creates a unified line along that part of Canewdon Road, instead of creating an unsightly 'dog tooth' effect and has been designed to reflect and harmonise with the architectural style of the houses around it, in a modern way that will stand the test of time.
- The revised scheme offers a RIBA architect designed house as opposed to a flat bungalow or box and adds to the front of Canewdon Road in a way that is probably how it originally looked when the properties were in place.
- The issues are not just about aesthetics (which are subjective by their very nature), but about how our area is sensitively and appropriately developed, and how new buildings 'fit'.

- The appearance of the two storey frontage is sympathetic to adjoining properties is a graceful updating of a 100 year old design.
- Long pitched roof at the rear overcomes overlooking or density issues from a design and space point of view, the use of velux windows will benefit everyone and disadvantage no one.
- Our view out of our windows will be enhanced by the new houses, not blighted by an ugly, squashed, ill-designed box as originally submitted.
- We should be encouraging well designed, high standard and quality finish developments.
- This part of Canewdon Road going up to Valkyrie Road needs a good development rather than another development out of character with the area for examples the flats on the corner of Genesta Road and Valkyrie Road or the new health centre on Valkyrie Road.
- Hamlet Court Road has received significant investment for regeneration and it is important to ripple this out, onto the main access road to Hamlet Court Road; the current appearance of Canewdon Road leading to Hamlet Court Road is not conducive to visitors.
- As residents, we would be rather pleased to have an architect-designed house next to our back garden – it adds cultural capital to the environs and will undoubtedly enhance our built environment.
- A good built environment is good for everyone in the community.
- We would like to commend Hedgehog Development for the way they have contacted all residents prior to this submission.

6.5 Councillor Counce has requested this application be dealt with by Development Control Committee if the application is to be refused permission.

7 Relevant Planning History

7.1 Demolish existing garages and erect single storey dwelling to rear of 40 Canewdon Road- Granted (12/00391/FUL)

8 Recommendation

8.1 Members are recommended to REFUSE PLANNING PERMISSION:

- 1 The proposed dwelling, by reason of its poor quality elevational design, scale and siting would be out of keeping with the development in the area and would be a cramped and a visually harmful addition to the streetscene. This is considered contrary to the National Planning Policy Framework, policies KP2 and CP4 of the Core Strategy and policies C11 and H5 of the Borough Local Plan.
- 2 The proposed development due to its cramped nature and lack of amenity space, would result in an unacceptable standard of environment for future occupants and is contrary to the National Planning Policy Framework, policies KP2 and CP4 of the Core Strategy, policies H5 and C11 of the Borough Local Plan and advice contained within the Design and Townscape Guide SPD1.

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 during pre application discussions. 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.

