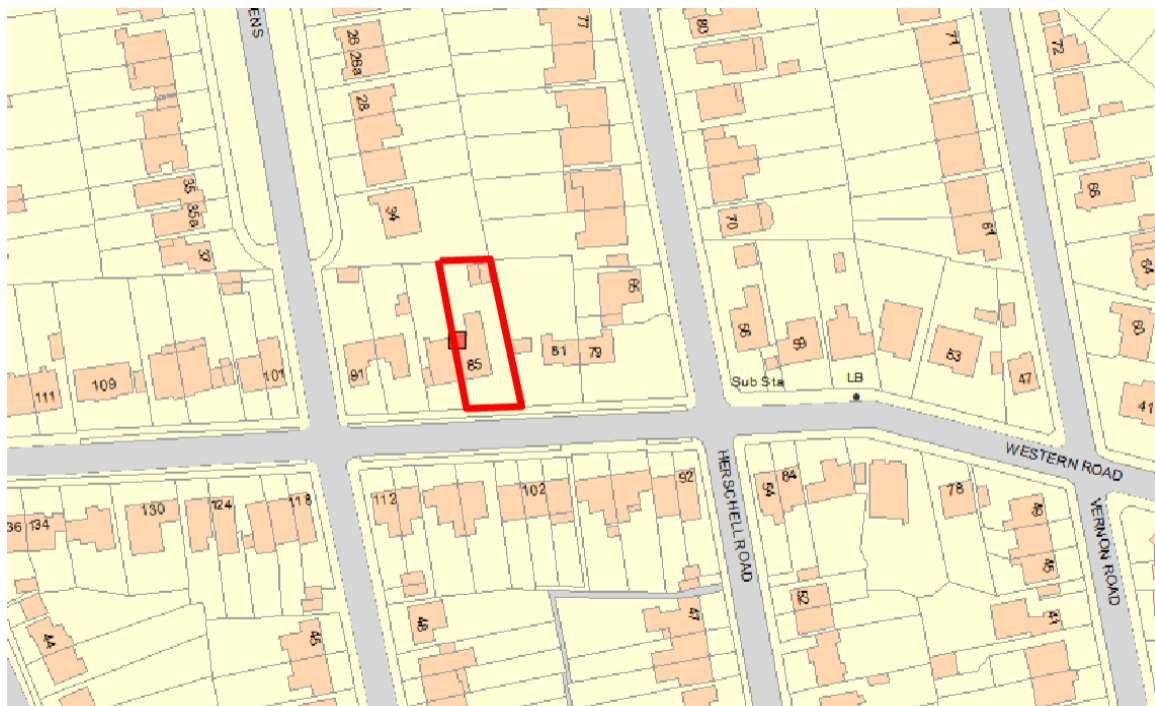


| | | |
|-----------------------------|--|--|
| Reference: | 18/01246/FUL | |
| Ward: | West Leigh | |
| Proposal: | Erect two storey side and rear extension with access to rear parking, first and second floor rear extension to form three additional self-contained flats, install dormer to rear, refuse and cycle stores, canopy to front, alter elevations and extend vehicular access on to Western Road | |
| Address: | 85 Western Road Leigh-On-Sea | |
| Applicant: | Mr Jay Neale | |
| Agent: | DAP Architecture | |
| Consultation Expiry: | 02.08.2018 | |
| Expiry Date: | 13.09.2018 | |
| Case Officer: | Rob Lilburn | |
| Plan Nos: | 905.001.00, 905.002.00, 905.003.00, 905.004.00, 905.200.01, 905.201.00, 905.202.00, 905.203.00, 905.204.00, 905.205.00 | |
| Recommendation: | REFUSE PLANNING PERMISSION | |



1 The Proposal

- 1.1 Planning permission is sought to erect a part two-storey, part-three storey side and rear extension with dormer to front and accommodation in the roof space, first and second floor rear extension, incorporating roof extension and installation of dormer to rear, to form 5no. self-contained flats. A canopy would be installed above the front main door.
- 1.2 External finishes would include white render walls and Marley Eternit Cedral cladding. No further details of external materials have been provided.
- 1.3 Associated alterations within the curtilage would include creation of a gated undercroft access, and the formation of a car park at the rear. Six car parking spaces would be provided within the curtilage; two on forecourt parking and four at the rear.
- 1.4 External bicycle and refuse stores would be provided in the rear and front spaces respectively.
- 1.5 The existing vehicular access would be widened from 4.3m to approximately 9.8m at the entry to the site and 12.4m at the kerbside.
- 1.6 The submitted details indicate that the proposed accommodation would comprise the following:
 - 1no. two-bed, four-person (76sqm) flat at ground floor;
 - 2no. two-bed, three-person (64sqm and 70sqm) at first floor;
 - 1no. one-bed, two-person (51sqm) at second floor;
 - 1no. one-bed, one-person (50sqm) at second floor.
- 1.7 It is noted that the submitted vehicular access plan incorrectly identifies the neighbouring property to the east as no.83; the property to the immediate east on Western Road is no.81 as shown on the location plan. This has not prejudiced the ability of the local planning authority to determine the application.
- 1.8 The application has been called in to Development Control Committee at the request of Councillors Lamb, Evans and Phillips.

2 Site and Surroundings

- 2.1 The subject building is a two-storey semi-detached building within a residential area. The initially-submitted application form stated the existing use was as a single dwelling. However whilst it was not subject of an express planning permission, or otherwise formally legally tested, it has become apparent that it is in occupation as two self-contained flats (1no. two-bed and 1no. one-bed) and this appears from publicly available photographic records to be a long-standing arrangement of over four years' duration.
- 2.2 The existing building is finished externally in white painted render and roof tiles. It has a single storey rear projection measuring approximately 5m in depth, with balustrades on top and the roof of the extension used as a balcony. It has a two-storey bay and decorative timber detailing to the gable above.

- 2.3 The frontage is open with no boundary wall and the space within the frontage has been block-paved for car parking. A fence separates the front and rear, and a rear garden of useable amenity space remains. Boundary treatments include low fences to the front (sides) and higher fencing to the rear garden.
- 2.4 The extensive frontage block-paving, car parking and two main doors (one to the side) are the only obvious indications that the building is not a single dwelling, although these could equally be features of a dwelling house. As well as for the current two flats, there is no record of planning permission having been sought for the formation of a balcony at the rear or the block paving of the frontage. However these arrangements appear to be long-standing. The character of the building is generally intact as that of a single dwelling and in that regard is wholly consistent with and comfortably situated in and complementary to its surroundings.
- 2.5 The immediate surroundings in Western Road are characterised predominantly by larger dwelling houses.

3 Planning Considerations

- 3.1 The main considerations are the principle of the development, design and impact on the character of the area, impact on neighbouring properties, living conditions for future occupiers, any traffic and transport issues and CIL.

4 Appraisal

Principle of Development

National Planning Policy Framework (NPPF) 2018, Policies KP1, KP2, CP4 and CP8 of the Southend-on-Sea Core Strategy (2007), Policies DM1, DM3, DM8 and DM15 of the Southend-on-Sea Development Management Document (2015) and the advice contained within the Southend-on-Sea Design and Townscape Guide (2009)

- 4.1 The NPPF states at paragraph 11 that it presumes in favour of sustainable development. Sustainable development is defined at paragraph 8 of the NPPF in economic, social and environmental terms.
- 4.2 Policy KP1 of the Core Strategy seeks sustainable development. Policy KP2 requires that new development contributes to economic, social, physical and environmental regeneration in a sustainable way through securing improvements to the urban environment through quality design, and respecting the character and scale of the existing neighbourhood.
- 4.3 Policy CP4 requires that new development be of appropriate design and have a satisfactory relationship with surrounding development. Policy CP8 requires that development proposals contribute to local housing needs.
- 4.4 Policy DM1 seeks design quality that adds to the overall quality of an area and respects the character of a site and its local context. Policy DM3 seeks to support development that is well designed and that seeks to optimise the use of land in a sustainable manner that responds positively to local context and does not lead to over-intensification. The Design and Townscape Guide seeks to promote a high

quality of design in new developments.

- 4.5 Policy DM7 states that the Council will look favourably upon the provision of family size housing on smaller sites. Through Policy DM8 the Council seeks appropriate flexibility and dimensions within the internal accommodation to meet the changing needs of residents. Policy DM15 states that 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.
- 4.6 The principle of an extension to the building is acceptable. The site is sustainably located in a reasonably accessible location. The proposal would add to the supply of housing within the urban area, re-using previously developed land. This would generally accord with the objectives of Policies KP1, KP2 and CP8 of the Core Strategy.
- 4.7 Policy CP8 identifies housing targets for the Southend borough, and seeks to protect the supply of valuable residential resources including the stock of large single family dwellings. Para.80 of the Guide states that proposed accommodation mixes should reflect the local character.
- 4.8 Single family dwellings are a unifying characteristic at this location and key to the local character. The existing flats at this location are in a pair of larger units with amenity space and landscaped setting commensurate with the local character, and as such may be regarded as providing family type accommodation. The proposal would continue to provide units of family sized accommodation albeit in a different configuration.
- 4.9 However it would also be a higher density development introducing additional units and smaller flats. The consequences of this would be the potential imposition of design and amenity impacts and these are considered further below.
- 4.10 It is considered that the broad principle of residential development at this location is acceptable. However, a higher density development including small flats has the potential to harmfully impact the existing character and amenities, as well as altering the standard of living conditions available to occupiers of the building. Further detailed material planning considerations are discussed below.

Design and Impact on the Character of the area

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 the advice contained within the Southend-on-Sea Design and Townscape Guide (2009)

- 4.11 Paragraph 124 of the NPPF stipulates one of the twelve core planning principles is that planning should “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”.

- 4.12 Paragraph 127 of the NPPF advises that planning policies and decisions should ensure that developments are visually attractive as a result of good architecture, are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change, and create places with a high standard of amenity for existing and future users.
- 4.13 Further to the NPPF, planning decisions should aim to ensure that new development establishes a strong sense of place, respond to local character and are visually attractive, while not preventing or discouraging appropriate innovation. The NPPF states that permission should be refused for development of poor design.
- 4.14 The importance of good design is reflected in Policies KP2 and CP4 of the Core Strategy and also in Policies DM1 and DM3 of the Development Management Document. These policies seek to maintain and enhance the amenities, appeal and character of residential areas.
- 4.15 The Design and Townscape Guide also confirms the commitment of the Council to good design and that it *“will seek to create attractive, high-quality living environments”* and that *“proposed development [should] make a positive contribution to the local area”*.
- 4.16 At para.64 the Guide states that development should reflect the positive characteristics of its surroundings and extensions should integrate to their surroundings. Para.79 confirms the expectation that appropriate architectural language should be used reflecting the use of the building.
- 4.17 As underlined at para.80 of the Guide, the best use of land should be made without compromising quality of life. Para.85 of the Guide establishes that appropriate scale, height and massing are essential to the successful integration of new development. Para.115 of the Guide seeks cohesive design which responds positively to local context.
- 4.18 The existing building is a semi-detached form of building, and while the subject property is divided into two flats, its appearance is typically characteristic of family dwellings to be found in the area.
- 4.19 The principles underpinning development plan policies and supplementary guidance relating to domestic extensions are considered relevant to this proposal.
- 4.20 The scale of the proposed extensions would not respect the form and appearance of the existing building. The proposal would comprise an overwhelming side extension, subservient in ridge height only, of a width of approximately 5.6m which is almost equal to that of the existing building (6.5m). Its overly dominant visual impact would be exacerbated by continuing the plane of the roof slope, the positioning of a front dormer at the top of the side extension and the use of a cropped gable to the east end. This would overwhelm the existing building and would be a harmful addition in the street scene by virtue of its excessive dominance and poor incongruous design.

- 4.21 The development would incorporate bulky additions to the rear with the part-box dormer forming a roof extension and an effective three-storey rear/side projection. The increased scale would be an alien feature in the immediate surroundings. It would be incongruous and unduly dominant within the rear garden scene. This would be exacerbated by the poor design of the dormer and the roof form which bears no relation to the existing building.
- 4.22 Furthermore the development seeks to adopt the architectural language of a dwelling while accommodating a multi apartment block. The result is an awkward, obtrusive, overscaled extension to a characteristically domestic property which fails to respond or integrate appropriately to the original building. The result is a contrived form which would appear incongruous and unduly dominant, significantly harming the simple domestic character of the dwelling and appearing discordant within the street scene.
- 4.23 As noted above para.80 of the Guide seeks the best use of land without compromising quality of life. Para.138 of the Guide states that development should incorporate appropriate outdoor space as an amenity for occupiers and provide an attractive garden area. Car parking should not dominate (para.159 of the Guide). Forecourt parking is discouraged.
- 4.24 The existing garden area, which forms an integral part of the rear garden scene in this area, would be given over to car parking with a limited landscaped buffer to the boundary. As well as providing an amenity to occupiers (considered further below) it provides a setting to the building, at the rear as well as potentially at the front. It is acknowledged that the frontage is already paved over and this aspect would not be significantly more impactful than the existing situation, with the exception of the loss of the soft verge which is proposed and which would undermine a positive characteristic of the street scene. The introduction of car parking across the rear garden in association with the development is considered unacceptable as it would eliminate the rear garden setting to the building and this would be harmful to the tranquil and domestic character of the rear garden scene surrounding the plot.
- 4.25 The proposed development would introduce a significant degree of cladding to the building. While a limited amount of cladding is not uncommon in this domestic setting, the extent of cladding proposed is uncharacteristic and combined with the size of the extensions is considered detrimental to the appearance of the building as a whole. However the matter of materials could be dealt with as a condition of any planning permission and it is considered that the scale and design of the extensions would be the primary cause of harm in this instance. Taking into account the above, the proposal is unacceptable and contrary to the objectives of the above-noted policies in regard to design and impact on the character of the dwelling, the street scene and the rear garden scene.

Impact on Neighbouring Properties

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 the advice contained within the Southend-on-Sea Design and Townscape Guide (2009)

- 4.26 Paragraphs 124 and 127 of the National Planning Policy Framework seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- 4.27 Policy KP2 of the Core Strategy seeks to secure improvements to the urban environment through quality design. Policy CP4 seeks to maintain and enhance the amenities, appeal and character of residential areas.
- 4.28 Policies DM1 and DM3 of the Development Management Document seek to support sustainable development which is appropriate in its setting, and that protects the amenity of the site, immediate neighbours, and surrounding area, having regard to matters including privacy, overlooking, outlook, noise and disturbance, sense of enclosure/overbearing relationship, pollution, daylight and sunlight”.
- 4.29 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”* and 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”*.
- 4.30 The two-to-three storey rear extension would project a further 1m rearward from the main part of the building, compared to the existing single storey rear projection. The separation distance to the rear boundary of the site with the side boundary of no.34 Leigh Gardens would be 12m. It is considered that this would be sufficient as to not create a significant actual or perceived loss of privacy over and above the existing situation.
- 4.31 The rear extension would be situated approximately 3.1m from the boundary with no.87 Western Road in common with the existing extension, and would be sited on the boundary with no.81 Western Road. It would be 1m longer than the existing extension and would have 6.3m relative rear projection compared to the rear face of no.81. Rather than being a single storey it would as a result of the development be two to three storeys.
- 4.32 Having no side windows it would functionally eliminate the overlooking to either side currently resulting from the use of the roof as a terrace. However it would be considerably taller with a higher eaves level than the existing dwelling, and coupled with its tall, blank, flank elevation would be visually overbearing to neighbouring occupiers at either side using their private amenity space as well as creating an oppressive sense of enclosure.
- 4.33 The position and size of the rear extension relative to the nearest habitable room at the rear of the adjoining dwelling would be such as to cause a material loss of daylight. With regard to no.81 its position would be such as to preclude any material harm resulting from loss of daylight. As the neighbouring dwellings are situated to east and west respectively, they would not be materially impacted by shadowing, as any new shadowing resulting from the development would affect them only for part of the day and reasonable scope would remain at each side for direct sunlight from west and east.

- 4.34 The proposed introduction of a car parking area at the rear garden would create noise, fumes and general disturbance to neighbouring occupiers using their private amenity space. The applicant has shown a landscaped buffer but at present the rear gardens area is a tranquil area of private amenity space benefiting the site and sitting consistently with the gardens of neighbouring occupiers. Four car park spaces, together with use of a small amount of amenity space by occupiers of five flats, would introduce a significant and intrusive degree of activity above what might be expected at a single dwelling. This is considered unacceptable, materially harmful to the tranquillity and amenity value of the rear gardens surrounding the site.
- 4.35 It is considered that the proposed development would be contrary to the objectives of Policies DM1 and DM3 of the Development Management Document and Policy CP4 of the Core Strategy by materially harming the amenities of the neighbouring occupiers and is therefore unacceptable in this regard.

Living Conditions for Future Occupiers

National Planning Policy Framework (2018), Policies KP2 and CP4 of the Southend-on-Sea Core Strategy (2007), Policies DM1 and DM8 of the Southend-on-Sea Development Management Document (2015), The National Technical Housing Standards DCLG 2015 and the advice contained within the Southend-on-Sea Design and Townscape Guide (2009)

- 4.36 One of the core planning principles of the NPPF is that the planning system should *“always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings”*.
- 4.37 Policy DM1 of the Development Management Document requires that development provide an internal and external layout that takes account of all potential users.
- 4.38 Policy DM8 states that the internal environment of all new dwellings must be high quality and flexible to meet the changing needs of residents.
- 4.39 Further to this, from the 1st October 2015 the National Housing Standards have been adopted and state that the following internal floor space is required to ensure the development is in line with Building Control requirements:
- two-bed, four-person flat – 70sqm;
 - two-bed, three-person flat – 61sqm;
 - one-bed, two-person flat – 50sqm;
 - one-bed, one-person flat – 39sqm.
- 4.40 The proposed floor areas would exceed the dimensions required under the National Housing Standards. Room sizes would meet the relevant standards and adequate lighting and ventilation would be achieved in the layout shown.
- 4.41 Policy DM8 of the Development Management Document states that all new dwellings should meet the Lifetime Homes Standards, which from the 1st of October 2015 have been substituted by Building Regulation M4 (2).

- 4.42 Part M4(2) of the Building Regulations adopted by the National Technical Housing Standards 1st October 2015 requires accessible and adaptable dwellings. Building regulations require 'reasonable provision' with reference to Part M4(2) on conversion schemes.
- 4.43 No details have been supplied to demonstrate that the dwelling would be accessible and adaptable for all, contrary to the National Planning Policy Framework, Development Management Document (2015) Policy DM8 and the National Technical Housing Standards 2015. However this issue could be addressed through the use of planning conditions in this instance.
- 4.44 The proposal would form a 5 unit apartment building with 20sqm of useable outdoor amenity space. This space would be tucked in behind the two-to-three storey rear projection and overlooked by the ground floor flat. This would equate to an average of 4sqm per flat. It is considered that this quantity and quality of outdoor amenity space would be inadequate to meet the domestic and recreational needs of occupiers. Three of the flats could be occupied by small families and the nearest alternate provision in public open space is over 250m away across main roads. A defining characteristic of the site surroundings is one of family dwellings with generous garden spaces and the proposal would not make such a provision in a manner consistent with the local character. This is addressed further in earlier sections of this report.
- 4.45 Refuse and cycle storage has been shown on the submitted plans and this could be required through a condition on any grant of planning permission. However the applicant has not specified how the waste storage arrangement meets the Council's Waste Storage and Collection Guidance, and in addition it is considered that a bin store adjacent the neighbouring front garden, for the scale of occupation proposed, would be detrimental to the character of the street and to neighbour amenities. The proposal is considered unacceptable and contrary to policies with regard to living conditions.

Traffic and Transport Issues

National Planning Policy Framework (2018), Policies KP2 and CP3 of the Southend-on-Sea Core Strategy (2007), Policy DM15 of the Southend-on-Sea Development Management Document (2015) and the advice contained within the Southend-on-Sea Design and Townscape Guide (2009)

- 4.46 Policy DM15 of the Development Management Document requires that all development should meet the minimum off-street parking standards and as such, one parking space would be required for each proposed flat.
- 4.47 The submitted plans indicate that six off-street car parking spaces would be made available at the site. A cycle storage area has been shown on the submitted plan. Further details of secure cycle storage would be required and could be secured as a condition of any planning permission.
- 4.48 The Council's Vehicle Crossing Policy & Application Guidance is a material consideration. The proposal includes the creation of a vehicular crossover of a minimum 9.8m width. There is a highway objection to the proposal the application as shown a vehicle crossover that exceeds the maximum permitted width of 4.8m.

- 4.49 The proposed width of crossover would reduce the extent of dedicated footway unacceptably, harming pedestrian safety and the appearance and quality of the residential environment. The proposal is considered unacceptable and contrary to the Policies CP3 and DM15 on the basis that a vehicular cross over of the width shown would be harmful to highway safety.

Sustainability

National Planning Policy Framework (2018), Policy DM2 of the Development Management Document (2015) and guidance contained within the Design and Townscape Guide (2009)

- 4.50 Policy KP2 of the Core Strategy states that *“All development proposals should demonstrate how they will maximise the use of renewable and recycled energy, water and other resources. This applies during both construction and the subsequent operation of the development. At least 10% of the energy needs of new development should come from on-site renewable options (and/or decentralised renewable or low carbon energy sources), such as those set out in SPD 1 Design and Townscape Guide”*.
- 4.51 Policy DM2 of the Development Management Document part (iv) requires water efficient design measures that limit internal water consumption to 105 litres per person per day (lpd) (110 lpd when including external water consumption). Such measures will include the use of water efficient fittings, appliances and water recycling systems such as grey water and rainwater harvesting. Whilst details have not been submitted for consideration at this time, this could be dealt with by condition if the application were deemed acceptable.
- 4.52 A condition can be attached to any planning permission, requiring energy efficient design measures, water efficient design measures and permeable surfacing, for example. The proposals are considered acceptable with reference to these matters.

Community Infrastructure Levy CIL Charging Schedule 2015

- 4.53 This application is CIL liable. If the application had been recommended for approval, a CIL charge would have been payable. If an appeal is lodged and allowed the development will be CIL liable. Any revised application would also be CIL liable.

5 Conclusion

- 5.1 Having taken all material planning considerations into account, it is found that the proposed development would be unacceptable and contrary to the objectives of the relevant development plan policies and guidance. The proposed development of high density flats would be out of keeping with the general character of the area as larger family dwellings. By reason of its excessive scale and poor design it would result in an incongruous and unduly dominant form of development materially out of keeping with its context and harmful to the appearance, character and quality of its surroundings. An insufficient quantity and quality of amenity space and outdoor space would be provided. The amenities of neighbours would be harmed by the extensions and the intrusive use of the rear garden as a car park, as well as the degree of general activity introduced by the high density of accommodation.

The proposal is also harmful to highway safety. For the above reasons, the proposed development is unacceptable and fails to comply with planning policy.

6 Planning Policy Summary

- 6.1 National Planning Policy Framework (2018)
- 6.2 The Southend-on-Sea Core Strategy (2007): Policies KP1 (Spatial Strategy) KP2 (Development Principles) CP3 (Transport and Accessibility) CP4 (Environment & Urban Renaissance) CP8 (Dwelling Provision)
- 6.3 The Southend-on-Sea Development Management Document (2015): Policies DM1 (Design Quality) DM2 (Low Carbon Development and Efficient Use of Resources) DM3 (The Efficient and Effective Use of Land) DM7 (Dwelling Mix) DM8 (Residential Standards) DM15 (Sustainable Transport Management)
- 6.4 Supplementary Planning Document 1: The Southend-on-Sea Design & Townscape Guide (2009)
- 6.5 CIL Charging Schedule 2015
- 6.6 National Housing Standards 2015

7 Representation Summary

Environmental Protection

- 7.1 Recommended conditions relating to:
 - 1. Construction hours restricted to 8am – 6pm Monday to Friday, 8am – 1pm Saturday and not at all on Sundays or Bank Holidays.
 - 2. During Construction and Demolition, no Burning of Waste materials on site.

Highways

- 7.2 There is a highway objection to this proposal the application as shown a vehicle crossover that exceeds the maximum width of 4.8m.

Waste Management

- 7.3 In the application form the developer states that the plans do not incorporate waste storage areas or arrangements for separate collection/storage of recyclable waste. Due to the number of residential units involved we would normally expect to see some consideration given to these aspects of the development. There doesn't seem to be any consideration for the recycling element, and we are unclear why 240L receptacles have been selected. Further information needed about how recycling and waste arrangements will be considered in line with the Council's guidance.

Leigh Town Council

- 7.4 This proposal is considered backland/infill development, as well as being a complete overdevelopment of the plot. In view of where the property is situated it would harm the character and appearance of the wider area and will lead to a detrimental change of the street scene.

Public Consultation

- 7.5 24 neighbours have been notified and a site notice posted on site. 25 letters of objection have been received from 22 parties. 3 of the representations have not supplied address details, and a further 3 have emanated from an address at the Elim Pentecostal Church.
- 7.6 Representations have also been made by local members and the MP. Concerns raised by all those making representations are summarised as follows:
- Proposal is out of scale and character and thereby harmful to the area;
 - Proposal is harmful to residents' amenities;
 - Properties have large green spaces, loss of garden to parking is out of character;
 - Proposal is not a domestic extension but a commercial enterprise;
 - Shadowing during the morning to no.87;
 - Noise and fumes from parking and car movements in the rear garden;
 - Single front door to all flats would cause noise to adjoining neighbour;
 - Roof space flat would create noise;
 - Building work will cause disruption and risk to school pupils;
 - Proposal dominant in street scene;
 - Overlooking to neighbours;
 - Noise from additional residents;
 - Rear parking unlikely to be used in favour of on-street, leading to and exacerbating parking, traffic and highway safety problems;
 - Gates likely to be left open or rear parking not used;
 - Additional residents creating traffic and highway safety problems, especially with conflict with commuter parking, school drop-off and TROs;
 - Potentially ten vehicles as many households have two cars;
 - New hardstanding will lead to drainage problems;
 - Area is for family dwellings and this is contrary to the character;
 - Overdevelopment of the plot;
 - High turnover of residents associated with flats will be harmful to the established character of the community;
 - Overbearing design and inappropriate cladding materials;
 - Parking is insufficient in quantity;
 - Strain on infrastructure;
 - Ugly appearance of side walls and shadowing in the afternoon to no.81;
 - Maintenance access to the side wall adjacent no.81;
 - Loss of privacy to neighbours;
 - Noise from balconies [officer comment: no balconies are shown on the submitted proposed plans];
 - Development would reduce property values;
 - Proposal similar to an HMO, will feel overcrowded and noisy;
 - Harm to settled character of neighbourhood;
 - Proposal is profit-driven with no regard to neighbours;
 - Rear car park would be a security risk to neighbours;
 - Noise to neighbours from high density occupation;
 - May lead to further similar developments if approved;
 - No outside space for residents;
 - Western Road is a rat-run for A13;
 - Development out of keeping with local character;
 - Peace and tranquillity of the area would be destroyed by high concentration development;

- Marine Estate has an established character with pleasant open spaces and solidly built family houses, this will be eroded by the proposal;
- The development is for developers not for local residents who care about the area and have a personal investment in it.

7.7 These concerns are noted and those that relate to material planning considerations have been taken into account in the assessment of the application.

8 Relevant Planning History

8.1 None identified.

9 Recommendation

9.1 REFUSE PLANNING PERMISSION for the following reasons:

- 01. The proposed side, rear and roof extensions would by reason of their size and design be incongruous, poorly integrated, unsympathetic and overly dominant additions to the detriment of the character and appearance of the host property, the street scene and the surroundings including the rear garden scene. This would be 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 the advice contained within the Southend-on-Sea Design and Townscape Guide (2009).**
- 02. The proposed replacement of the rear garden with car parking in association with the development would diminish an appropriate garden setting to the building, which would be unduly intrusive and materially harmful to the character and appearance of the site and its surroundings in particular having regard to its qualities as an area of houses with private rear gardens. This would be 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 the advice contained within the Southend-on-Sea Design and Townscape Guide (2009).**
- 03. The proposed side and rear extension, as a result of its height, design, size, rear extent and proximity to site boundaries, would be a dominant, visually overbearing feature to neighbouring occupiers causing an undue sense of enclosure and loss of daylight. This would be harmful to neighbour amenities, 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 the advice contained within the Southend-on-Sea Design and Townscape Guide (2009).**

- 04. The high density form of the development would introduce the potential for a degree of comings and goings and general activity which would be harmful to the amenities of adjoining occupiers in an area characterised by a lower density of accommodation with significantly less activity. In particular the proposal would require use of the front and rear gardens for car parking with consequent introduction of noise to the rear gardens, habitable accommodation and private amenity spaces of surrounding occupiers. The harm caused by this intense degree of activity in an extended semi-detached dwelling would be 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 the advice contained within the Southend-on-Sea Design and Townscape Guide (2009).**
- 05. The proposed development would provide an insufficient standard and size of outdoor amenity space, given the site context, the number of residential units and the provision of larger residential units which may be occupied by small families resulting in a poor standard of accommodation. This is unacceptable and contrary to the National Planning Policy Framework, Policies KP2 and CP4 of the Southend-on-Sea Core Strategy (2007), Policies DM1, DM3 and DM8 of the Southend-on-Sea Development Management Document (2015) and the advice contained within the Southend-on-Sea Design and Townscape Guide (2009).**
- 06. The width of the proposed vehicular crossover would be excessive, and would reduce the extent of dedicated footway unacceptably, harming highway safety and compromising the safe and convenient passage of pedestrians, and the visual quality of the residential environment. This would be unacceptable and contrary to the National Planning Policy Framework, Policies KP2, CP3 and CP4 of the Core Strategy (2007), Policies DM1, DM3 and DM15 of the Development Management Document (2015) and the guidance contained within the 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.

10 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 would also be CIL liable.