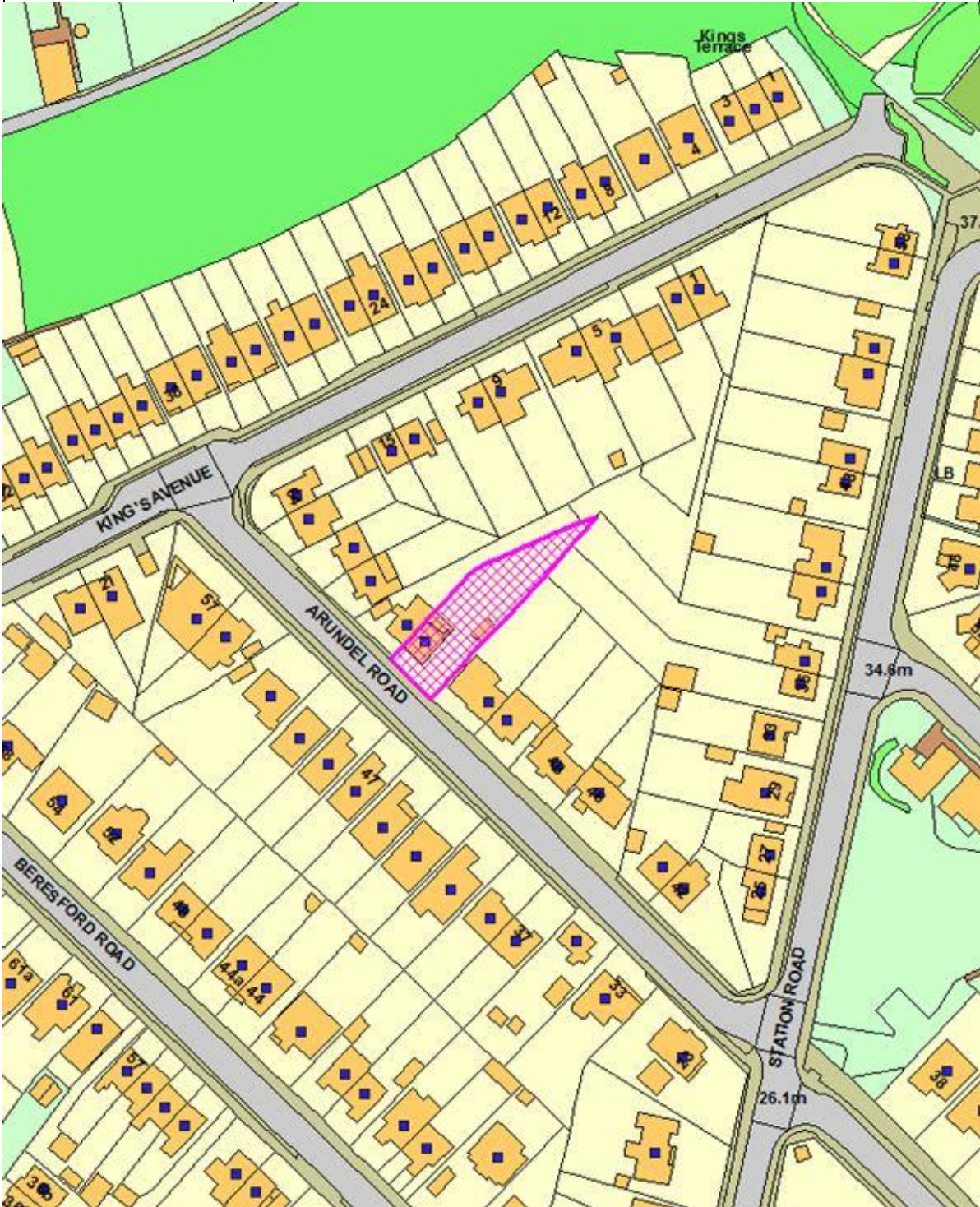


APPLICATION NUMBER:	LW/19/0324		
APPLICANTS NAME(S):	Mr D Liggett	PARISH / WARD:	Newhaven / Newhaven Denton & Meeching
PROPOSAL:	Planning application for proposed 2 bed dwelling to the side, single storey rear extension and alterations		
SITE ADDRESS:	54 Arundel Road Denton Newhaven East Sussex BN9 0NF		
GRID REF:			



1. SITE DESCRIPTION / PROPOSAL

1.1 The application site forms part of the existing residential curtilage of the dwelling known as 54 Arundel Road, Denton, Newhaven. It is located on the north-east side of Arundel Road, a residential street comprising a mix of housing styles and designs, with predominantly split-level bungalows on the south-west side and two-storey houses on the north-east. This mix of designs is largely informed by the topography of the land, with the road traversing a slope running north-east to south-west.

1.2 54 Arundel Road is one of a pair of semi-detached two-two storey dwellings, finished in render and painted off-white/cream. It is an unattractive building and appears to be in need of some repair/refurbishment.

1.3 The site is neither within a conservation area nor within the South Downs National Park. The plot lies within the planning boundary of Newhaven.

1.4 The proposal is to erect a two-storey dwelling on land to the south-east of the existing property, currently used for off-street parking, and which will be attached to the host dwelling. The design includes a rear-single storey projection, which would match the proposed extension to the host property. The dwelling would be attached to the existing dwelling, thus turning the semi-detached pair into a terrace of three. The current residential curtilage of 54 Arundel Road would be spilt, creating defined rear gardens for both properties. New off-street parking for two cars would be created for the new dwelling with electric charging points controlled via planning condition. In addition to the new dwelling, works would be carried out to the existing dwelling, including the repositioning of the entrance door to the front of the property and a single-storey rear extension.

2. RELEVANT POLICIES

LDLP: – CP2 – Housing Type, Mix and Density

LDLP: – CP11 – Built and Historic Environment & Design

LDLP: – CP14 – Renewable and Low Carbon Energy

LDLP: – ST03/DM25 – Design, Form and Setting of Development

3. PLANNING HISTORY

LW/19/0324 - Proposed dwelling to the side, single storey rear extension and alterations -

4. REPRESENTATIONS FROM STANDARD CONSULTEES

Main Town Or Parish Council – The committee objected to this proposal on the following grounds:

- o Loss of parking for host dwelling.
- o Adjacent semi-detached house becomes an end of terrace.
- o Rear corner of proposed dwelling very close proximity (less than 1 metre) to adjacent property.
- o Not in keeping with street scene.
- o Over development.

5. REPRESENTATIONS FROM LOCAL RESIDENTS

Seven representations have been received; four objecting to the proposal and three in support.

The objections can be summarised as follows:

- o New building will create an unattractive and unbalanced terrace of houses
- o Loss of sense of space between adjacent dwellings
- o Loss of value of semi-detached property
- o Loss of parking for the host property
- o Terrace of houses out of keeping with the rest of Arundel Road
- o Over-development of site
- o Over-looking and loss of privacy for neighbouring dwellings

The letters of support can be summarised as follows:

- o No/little loss of value of neighbouring properties caused by the development
- o No issue with parking in Arundel Road
- o Creation of dwelling addresses lack of housing in the area
- o New property would allow access and facilities for disabled users
- o Owner of neighbouring property, who does not reside in the property, has no concerns and supports the creation of a new dwelling

6. PLANNING CONSIDERATIONS

Policy Considerations

Lewes District Local Plan

6.1 Policy CP2 (Housing Type Mix and Density) of the Lewes District Local Plan (LDLP) states that "housing developments should reflect the site context including the character of the surrounding area". It is considered that the location of the dwelling is in keeping with the built-up feel of this part of Arundel Road and the wider Mount Pleasant area. The mix of housing types and design in the immediate vicinity means that the creation of a terrace of three is considered acceptable.

6.2 Policy CP11 (Built and Historic Environment) requires that new developments should "respond sympathetically to the site and its local context". It is considered that the siting of the dwelling adjoining the host property responds sympathetically to the site and character of the surrounding area. The proposal is considered to not result in the overdevelopment of the application site.

6.3 Policy CP14 (Renewable and Low Carbon energy and Sustainable Use of Resources) states that "the local authority will encourage the use of renewable and low carbon energy in all development" and "support applications for low energy and renewable energy installations". To this end, the local authority will seek to secure adequate bike storage facilities and sufficient electric vehicle car charging points through condition. This, coupled with the sites location close to established public transport links, will ensure that the development has a sustainable element, in line with the above policy.

6.4 Saved policy ST3 (Design) states that "development should respect the overall scale, height, massing, alignment, site coverage, density, landscaping, character, rhythm and layout of neighbouring buildings and the local area more generally". It is considered that the location of the dwelling within the plot between two existing residential dwellings, would

not unduly impact on the scale, massing, site coverage, density, character, rhythm and layout of the surrounding area and would not be to the detriment of the appearance, character and layout of the streetscene.

Design and Appearance

6.5 The proposed dwelling will be of a similar design to the host dwelling and its semi-detached neighbour, being two storeys with a pitched roof facing the highway, and a gable end to the side.

6.6 It is set back slightly from the host dwelling to allow for the creation of off-street parking. The ridge height is also slightly lower than the existing dwelling. Despite these small differences, to all intents and purposes, the new dwelling will create a terrace of three very similar buildings when viewed from the front.

6.7 At the front, the new property would be 2.3m from the nearest elevation of the neighbouring property to the south-east, and 1.35m from the boundary. Due to the angle of the boundary, this gap is reduced to 90cm at the rear of building; however the gap between the elevations remains the same.

6.8 Both the host dwelling and new dwelling would be finished in new render and painted to match the existing finish of the semi-detached pair. The current render of the existing dwelling is in a poor state and so re-rendering would improve the appearance of this dwelling. New UPVC windows are proposed for the host dwelling to match those used for the new dwelling.

6.9 It is proposed to split the curtilage of the host dwelling along the line of the boundary created by the new dwelling. This would provide ample rear amenity space for both dwellings. At the front, the groundfloor has been set back from the host dwelling by 1m to allow for off-street parking.

6.10 It is not possible to retain/create off-street parking for the host dwelling owing to the lack of space between the existing front elevation and the road. New access steps will be created for the host dwelling to allow for the repositioned front door.

6.11 The application site lies within the Planning Boundary and the proposals may be considered as infill development on an unidentified site, in accordance with Spatial Policy 2 of the Joint Core Strategy. In principle such proposals are acceptable, subject to the visual impact and the effect on the character of the locality and the impact on amenity.

6.12 The surrounding properties are of various design and materials, with little uniformity on the north-eastern side of Arundel Road, save that the majority are two-storey semi-detached pairs. There are examples of horizontal cladding, brick, render and pebble-dash finishes to the properties.

6.13 Despite the lack of terrace housing within the immediate vicinity, it is considered that the creation of a terrace of three would not have a detrimental impact on the streetscene. The existing semi-detached pair are relatively small dwellings, and so the addition of another dwelling would mean the total frontage of all three would be of a similar width to neighbouring semi-detached pairs, albeit slightly wider.

Impact on Amenity

6.14 The plot size can easily accommodate an additional dwelling. Ample rear amenity space would be available for each property. Although there are concerns about the

proximity of the rear of the proposed south-east elevation to the neighbouring property, being less than one metre, it should be considered that this element of the proposal is single storey, and that the distance between the two dwellings does not decrease, only the distance between the dwelling and the boundary.

6.15 The original plans showed that the proposed dwelling was intended to be a three bedroom property. However, the floor area of the bedrooms did not comply with national minimum space standards for a three bed dwelling, as adopted by Lewes District Council. Following discussion with the agent, amended plans were submitted which reduced the number of bedrooms within the dwelling to two, both of which now comply with the national minimum space standards, as does the rest of the property.

6.16 Furthermore, amendments were requested to include adequate bin storage at the front of both properties. The original drawings did not contain any provision for the storage of bins, and it was felt that this would contribute to an untidy appearance of both the host dwelling and new dwelling, and would negatively impact the streetscene. The amended drawings now contain a small timber-slatted storage space for each dwelling, which alleviates these concerns. One window above ground floor level is proposed on this side elevation, but this serves a stairwell and therefore overlooking is not considered an issue.

6.17 The materials proposed are in keeping with the existing semi-detached pair. The existing building is in need of refurbishment and has a 'tired' look to it. The re-rendering of this building would be seen as an improvement to the streetscene, along with the installation of UPVC windows.

6.18 The new rear extension to the host dwelling is the same depth as the rear extension of the neighbouring property to the north-west, and would be considered permitted development, save for the height of the central roof lantern, which takes the overall height to 3.7m. This is considered acceptable.

Accessibility and Sustainable Transport

6.19 The proposed new dwelling has been designed with the use of wheelchair access in mind. The doors are of sufficient width to allow access on the groundfloor, and there are facilities downstairs that can be used by wheelchair users if required.

6.20 Arundel Road is in close proximity to existing bus routes, which benefit from regular a service along the coast from Brighton to Eastbourne. It is also within walking distance of Newhaven Town Station, with trains arriving half-hourly on the Seaford Branch Line, which feeds into the extensive Southern Network of train services.

6.21 The provision of cycle storage is encouraged, as cycle routes are located nearby, and therefore such facilities have been made the subject of a condition.

Design and Sustainability

6.22 The proposed dwelling has been designed to complement the existing semi-detached pair of dwellings. The two-storey front elevation with pitched roof and gable end has been designed to create the sense of a terrace of three dwellings. This is considered acceptable in this location, as it creates uniformity with the host dwelling and the other semi-detached property, and therefore lessens the impact on the streetscene. The windows located on the side of the proposed dwelling have been sited so as not to have any impact on the neighbouring property in terms of overlooking.

6.23 The re-rendering of the existing dwelling would improve the current visual amenity within the streetscene, and the new dwelling would create a uniform terrace of three dwellings, and not unduly impact on the immediate vicinity.

6.24 Newhaven Town Council and a number of residents have objected on the grounds that the addition of a dwelling in this location would be out of character and over-development of the site. These comments are noted, however the mix of housing types in the vicinity, coupled with the design of the proposed dwelling, means that there is little impact on the character of the area. Furthermore, the size of the plot means that there is sufficient space for a new dwelling with adequate provision of residential amenity.

6.25 The off-street parking provision for two cars for the new dwelling is considered acceptable, in-line with the advice given by ESCC Highways. However, the loss of off-street parking for the host dwelling must also be taken into consideration. Concerns have been raised by residents and the Town Council to this affect, but it has been noted that there is ample off-street parking for other dwellings within the immediate vicinity, freeing up on-road parking availability. It was observed that plenty of space was available when visiting the site, and therefore, whilst the loss of parking is regrettable, it is not considered a material reason to refuse the development.

6.26 The creation of a new dwelling with off-road parking will necessitate the need to provide acceptable electric vehicle charging points at the property, in line with Policy CP14 of the joint core Strategy. This can be secured through a condition to any planning approval, requiring the provision of such facility before the house is occupied.

General Issues

6.27 The owner of the neighbouring property to the south-east has written in support of the application. It should be noted that he does not reside in the property, as it is let out to tenants. However, it is considered that there would be a minimal impact on the residents of this property in terms of overlooking, and there is a sufficient distance proposed between the properties that the new dwelling would not be overbearing or detrimental to the neighbouring amenity.

6.28 The reduction in property value of the neighbouring semi-detached dwelling and the host dwelling are not a material consideration of the planning process, and cannot be taken into consideration. However, it is considered the creation of a terrace of three dwellings will not adversely impact the adjoining dwellings or other neighbouring properties, and therefore the effect on their value will be negligible.

Summary

6.29 It is considered the proposal, due to its siting and design, will not have a detrimental impact on the character or appearance of the streetscene, or impact on neighbouring residential amenity, in accordance with saved policy ST3, and Core Policies CP2, CP11 and CP14 of the Lewes District Local Plan Part One: Joint Core Strategy.

7. RECOMMENDATION

7.1 It is recommended that planning permission is approved subject to the following conditions.

The application is subject to the following conditions:

1. This planning decision relates solely to the following plan(s):

<u>PLAN TYPE</u>	<u>DATE RECEIVED</u>	<u>REFERENCE</u>
Design & Access Statement	2 May 2019	
Proposed Block Plan	22 July 2019	
Location Plan	2 May 2019	
Existing Floor Plan(s)	2 May 2019	01
Proposed Floor Plan(s)	22 July 2019	02
Existing Elevation(s)	2 May 2019	03
Existing Section(s)	2 May 2019	03
Proposed Elevation(s)	22 July 2019	04
Proposed Section(s)	22 July 2019	04

2. Construction work shall be restricted to the hours of 0800 to 1800 Monday to Fridays and 0830 to 1300 on Saturdays and works shall not be carried out at any time on Sundays or Bank/Statutory Holidays.

Reason: In the interest of residential amenities of the neighbours having regard to ST3 of the Lewes District Local Plan.

3. The development hereby approved shall be finished in external materials to match those used in the existing building.

Reason: To ensure a satisfactory development in keeping with the locality having regard to ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2019.

4. No windows, doors or openings of any kind shall be inserted in the south-east elevation of the development hereby approved, other than those expressly permitted by this consent.

Reason: To protect the privacy and residential amenity of neighbours having regard to ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2019.

5. Details of the siting and design of the external electric car charging points and covered, secure cycle storage to be provided, shall be submitted to and approved in writing by the Local Authority prior to installation. The works hereby permitted shall be carried out in accordance with the approved details before the units are occupied.

Reason: To secure a proper standard of development having regard to policy CP14 of the Lewes Joint Core Strategy and to comply with National Policy Guidance contained in the National Planning Policy Framework 2019.

6. Notwithstanding the provisions of the Town and Country (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or

without modification) no development described in A-E of Schedule 2, other than hereby permitted, shall be undertaken unless the Local Planning Authority otherwise agrees in writing.

Reason: A more intensive development of the site would be likely to adversely affect the appearance and character of the area having regard to ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2019.