

<b>App.No:</b> 180065	<b>Decision Due Date:</b> 20 March 2018	<b>Ward:</b> Ratton
<b>Officer:</b> Anna Clare	<b>Site visit date:</b> 6 March 2018	<b>Type:</b> Planning Permission
<b>Site Notice(s) Expiry date:</b> 16 February 2018 <b>Neighbour Con Expiry:</b> 16 February 2018 <b>Press Notice(s):</b> n/a		
<b>Over 8/13 week reason:</b> to bring to planning committee		
<b>Location:</b> 146 Willingdon Road, Eastbourne		
<b>Proposal:</b> 1no. 3bed dwelling with off-road parking and garage.		
<b>Applicant:</b> Mr & Mrs Weaver		
<b>Recommendation:</b> Grant planning permission subject to conditions		

### **Executive Summary:**

The proposed dwelling will provide a good standard of accommodation for future occupiers and will not result in significant impacts on the amenity of existing residential properties. The design on balance is considered acceptable and given the sustainable location of the site it is recommended that planning permission is granted subject to conditions.

### **Relevant Planning Policies:**

#### National Planning Policy Framework 2012

1. Building a strong, competitive economy
4. Promoting sustainable transport
6. Delivering a wide choice of high quality homes
7. Requiring good design

#### Core Strategy Local Plan 2013 Policies

B2 Creating Sustainable neighbourhoods  
C5 Ocklynge & Rodmill Neighbourhood Policy  
D5 Housing  
D8 Sustainable Travel  
D10a Design

#### Eastbourne Borough Plan Saved Policies 2007

UHT1 Design of New Development  
UHT4 Visual Amenity  
HO2 Predominantly Residential Areas  
HO20 Residential Amenity

**Site Description:**

146 Willingdon Road is a detached single family dwelling on the eastern side of Willingdon. The south of the site borders Rodmill Drive. The junction at Willingdon Road and Rodmill Drive is controlled by traffic lights.

The site is triangular in shape with the property set to the north, with a side and rear garden. An existing vehicular access from Willingdon Road serves the property with a hard standing to the front for the parking of cars.

**Relevant Planning History:**

EB/1978/0330  
FORMATION OF VEHICULAR CROSSING TO HARDSTANDING IN FRONT  
GARDEN  
Approved Conditional  
1978-09-05

EB/1950/0237  
ERECTION OF HOUSE  
Approved Unconditional  
1950-06-22

**Proposed development:**

The application proposes the erection of a detached three bed dwelling on land to the side of the existing dwelling.

The application also proposes the creation of a hard standing to the front of the properties, with two car parking spaces for the existing dwelling and one space and a garage for the new dwelling.

**Consultations:**

Specialist Advisor (Arboriculture) – Any groundworks within the vicinity of the street trees are likely to affect their long term health and vitality and should be resisted.

Specialist Advisor (Planning Policy)

The application site is located within the Ocklynge and Rodmill Neighbourhood and in a High Value Neighbourhood as defined in the Core Strategy (adopted 2013). It is also situated within a Predominantly Residential Area, policy HO2 of the Eastbourne Borough Plan.

Policy B1 of the Core Strategy will deliver at least 5,022 dwellings in accordance with the principles of sustainable development, more specifically 258 in the Ocklynge and Rodmill Neighbourhood. National Planning Policy Framework (NPPF) supports sustainable residential development. The site has not previously been identified in the Council's Strategic Housing Land Availability Assessment so therefore it would be considered a windfall site. However as the site is located in a private residential garden, it is not considered to be previously developed land as defined by the NPPF. The Council relies on windfall sites as part of its Spatial Development Strategy (Policy B1 of the Core Strategy) and the application will result in a net gain of one dwelling. The proposal is in accordance with local and national policy.

The NPPF (para 9) aims to pursue sustainable development and seeks positive improvements in the quality of the built environment as well as in people's quality of life. Improvements include: replacing poor design with better design; improving the conditions in which people live; and widening the choice of high quality homes. Policy B2 of the Core Strategy states that developments will be required to protect the residential and environmental amenity of existing and future residents and to create an attractive, safe and clean built environment with a sense of place that is distinctive and reflects local character. The proposal is considered to satisfy some of the requirements of policy B2 as the dwelling is in conformity with the Technical Housing Standards for a two storey, three bedroom dwelling

Policy D1, in line with the NPPF, states there is presumption in favour of sustainable development. This includes ensuring good connections to public transport, community facilities and services and delivering economic, social and environmental well-being. In compliance with policy D8, sustainable travel will be promoted and all new development should be located within 800m of local services and facilities and within 400m of a bus stop. The site is situated in close proximity to a frequent bus route. Therefore it is considered that proposal in part satisfies policy D8.

In principle the application is supported, from a planning policy perspective, in order to meet local housing need on a windfall site in line with the National Planning Policy Framework (NPPF).

#### CIL

The development would be CIL Liable.

#### Southern Water

No objections raised. Require a formal application for a connection to the public foul sewer to be made.

#### East Sussex County Council Highways

It is understood the access is not ideal as it locates approximately 4m from a junction operated by a traffic light system. However, given a number of properties along Willingdon Road incorporate onsite parking with a vehicular crossover in close vicinity of the junction, it would be difficult to justify a highway refusal on this basis. Despite the proximity to the junction, the safety of the access is satisfactory as it is in current use, and has operated with no traffic incidents in accordance to Sussex Safer Roads Partnership data base. Furthermore considering the 30mph speed limit and the relatively low traffic flow along the A2270, I do not consider the increase in residence and vehicular trips associated with the site would cause a significant impact upon the transport network.

It should be noted that the width of the access is substandard for the requirements of a single shared access. Currently the access is 3m wide leading from the gate to the carriageway, which crosses over the footpath and a grass verge bordering the roadway. This width will need to be increased to 4.5m for the first 6m from the carriageway, in order to allow two vehicles to safely pass when entering/exiting the site. Given the gateway into the site resides 6.8m from the A2270, and visibility into the site is sufficient, the gate can remain at its current width. In addition, the number of parking spaces proposed in the submitted plans does conform to Highway standard, including the: turning area, parking space dimensions (2.5m x 5m) and garage space (3m x 6m). However, an added 0.5m should be added to the width of the parking space adjacent to the garage, to allow the user to exit the vehicle more easily. Providing the stated conditions below are adhered to, I do not wish to restrict grant of consent for this application

#### Health and Safety Executive

The proposed development does not lie within the consultation distance of a major hazard site or major accident hazard pipeline.

#### UK Power Networks

Copy of plan with electrical lines and electric plant in close proximity to the site. Should the excavation affect the Extra High Voltage equipment then contact is required with UK Power Networks. Factsheet to be supplied to the applicant.

#### **Neighbour Representations:**

3 Objections have been received from neighbouring residents and cover the following points:

- Highway safety due to close proximity with the road junction
- Reversing onto Willingdon Road is dangerous
- Pedestrian safety
- The garden is on a downward slope with evidence of subsidence from the retaining wall
- Highway safety during construction works
- Drainage issues
- The site is too small for another dwelling

- The proposal would fundamentally change the nature of the neighbourhood

## **Appraisal:**

### Principle of development:

The Five Year Housing Land Supply is a material consideration in determining this application. Currently, Eastbourne is unable to demonstrate a 5 year supply of land.

At the heart of the NPPF is the presumption in favour of sustainable development. The site is considered a sustainable location. In accordance with paragraph 49 of the NPPF the presumption is in favour of supporting the application unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits of the proposal.

Therefore the proposed development is acceptable in principle providing the scheme would not result in significant detrimental impacts on the amenity of existing residential properties, the standard of accommodation was acceptable for future occupiers, and the design of the proposed dwelling was in keeping with the context of the area as set out by the Eastbourne Core Strategy Local Plan 2013 and saved policies of the Eastbourne Borough Plan 2007.

### Impact of proposed development on amenity of adjoining occupiers and surrounding area:

Given the context of the site the impacts on surrounding residential properties would be limited.

The property would be sited immediately adjacent to the existing property with a separation of 2m to allow rear access for both properties.

The only impact would be on the amenity of the existing occupiers of No.146 given the windows in the side elevation of the main property. These windows are secondary to front and rear elevation windows, and given the separation of 2m between the properties would still benefit from a degree of outlook and natural ventilation. The proposed dwelling has WC at ground floor and bathroom at first floor windows in the side elevation which would be obscurely glazed and therefore there is no issue of overlooking between the properties.

### Impact of proposed development on amenity of future occupiers:

The proposed dwelling is a detached 3 bed, 5 person occupancy dwelling of 114m<sup>2</sup>. The DCLG's National housing standards recommend a property of this size should have a floorspace of 93m<sup>2</sup>. The property is in excess of this.

The site is situated on the corner of Rodmill Drive which is a steep hill. The garden slopes towards the rear but is well above the height of the adjacent road.

The retaining wall to Rodmill Drive is the ground level height with the existing hedge providing screening/a boundary treatment. The hedge does provide screening to the garden level, however the ground floor rear windows/doors are likely to be visible from the road when travelling up Rodmill Drive. The hedge is approximately 1.5m/1.8m in height and could be grown to provide additional privacy. This soft screening is important to the street scene and therefore a condition is recommended to prevent a high fence being erected for privacy purposes which would impact on the appearance of the street from Rodmill Drive.

The plans have been amended to step down from the rear elevation, therefore without a raised terrace area, this will prevent a degree and provide more privacy for occupants.

The development would result in the loss of the side and part of the rear garden of the existing property, reducing the rear amenity space to approximately 200m<sup>2</sup>. The new dwelling would be provided with approximately 50m<sup>2</sup> of rear private amenity space. The amenity space is small for the new dwelling, which is a family property, however on balance it is considered that the proposal would provide a good standard of accommodation for future occupiers.

#### Design issues:

The eastern side of this part of Willingdon Road is characterised with detached single family dwellings. However further south the character is smaller terrace properties and the western side pairs of semi-detached properties.

Rodmill Drive is a steep hill, the new dwelling's rear and side elevation would be clearly visible from coming up to Willingdon Road from Rodmill Road as is the existing property. However the view of the rear of a property is not considered detrimental to the general character of the area which is residential in nature.

The dwelling is stepped given the corner plot, given the wide variety of character, size and roof design of properties in the area the design is considered acceptable.

The property is proposed to be facing brick and tile which would match the existing property. Within the wider area there are examples of rendered or part rendered properties with a variety of roof tile colour. Therefore the materials proposed are considered acceptable.

The proposal also includes the erection of a garage to the front of the new dwelling. This is proposed 2.2m in height to eaves level, 4m total height with a tiled pitched roof. This would be in the position of the existing shed. Whilst this will be visible over the boundary wall from either Willingdon Road or Rodmill Drive the location of a domestic garage in the front garden is considered acceptable.

#### Impacts on trees:

There are no trees on the site to be affected by the proposal. The street trees to the front of the site are mature and would be unlikely to sustain any groundworks within or close to their root protection area. In this regard ESCC Highways request to increase the width of the crossing would have an adverse impact on these trees and is not being pursued.

would be unaffected by the increased driveway width. The boundary hedge is discussed above.

#### Impacts on highway network or access:

ESCC Highways have raised no objection to the use of the driveway for access to two properties. For the reasons outlined above (Impacts on Trees) the width of the access will not be increased in line with their requirements. It is considered that vehicle movements to and from the site would be likely to occur off street and within the front curtilage of the existing and proposed dwellings. It is considered therefore that the existing cross over is likely to be sufficient to meet the highway/access demands.

The Transport Assessment submitted with the application proposed a 'keep clear' sign in front of the access on Willingdon Road. ESCC Highways advised against this for a development of this scale. They note that given there are hatched markings opposite the access, a vehicle intending to enter the site from a northbound direction along Willingdon Road could wait clear of traffic within this hatched area.

The existing property would be afforded two parking spaces within the front forecourt, the new property one space and garage. This number of parking spaces is considered appropriate given the size of property and site location.

Construction traffic has been raised as a concern by local residents. The Agent has provided a statement advising that the existing property would not be occupied for the duration of the build which would allow the entire frontage to be used for the storage of materials and the turning of vehicles. Smaller vehicles could be used to deliver materials which would minimise disruption. A condition is recommended to require submission of a construction traffic management plan prior to the commencement of the development.

#### **Human Rights Implications:**

The impacts of the proposal have been assessed as part of the application process. Consultation with the community has been undertaken and the impact on local people is set out above. The human rights considerations have been taken into account fully in balancing the planning issues; and furthermore the proposals will not result in any breach of the Equalities Act 2010.

**Conclusion:**

The NPPF is in favour of sustainable residential development. The proposed dwelling would provide a good standard of accommodation for future occupiers and would not result in significant impacts on the amenity of existing surrounding properties. The design, bulk and scale are acceptable given the size and surrounding character.

The existing vehicle access from Willingdon Road is proposed to be widened to allow passing of vehicles and therefore ESCC Highways have raised no objection to the proposal.

**Recommendation:** Grant planning permission subject to the following conditions;

1. Time for commencement
2. Approved drawings
3. External facing materials of the approved dwelling shall match the existing dwelling, prior to its erection details of boundary treatment between the rear gardens of the existing and proposed dwelling shall be submitted.
4. Existing boundary hedge to Rodmill Drive boundary shall be retained and protected during construction
5. Removal of permitted development rights regarding boundary treatment or other means of enclosure to the Rodmill Drive boundary
6. Removal of permitted development rights for extensions, enlargements, dormers, rooflights to the new dwelling, and outbuildings
7. Submission of construction management plan
8. Construction hours shall be between 0800 and 1800 Monday to Friday and 0800 and 1300 on Saturdays only unless otherwise agreed in writing pursuant to condition No 7 (above).
9. Windows to the northern elevation of the approved dwelling to be obscurely glazed and non-opening unless over 1.7m above floor level
10. Submission of surface water drainage scheme prior to commencement
11. Following completion submission of statement confirming suds scheme has been implemented.
12. Boundary sub division between plot

**Appeal:**

Should the applicant appeal the decision the appropriate course of action to be followed, taking into account the criteria set by the Planning Inspectorate, is considered to be **written representations**.