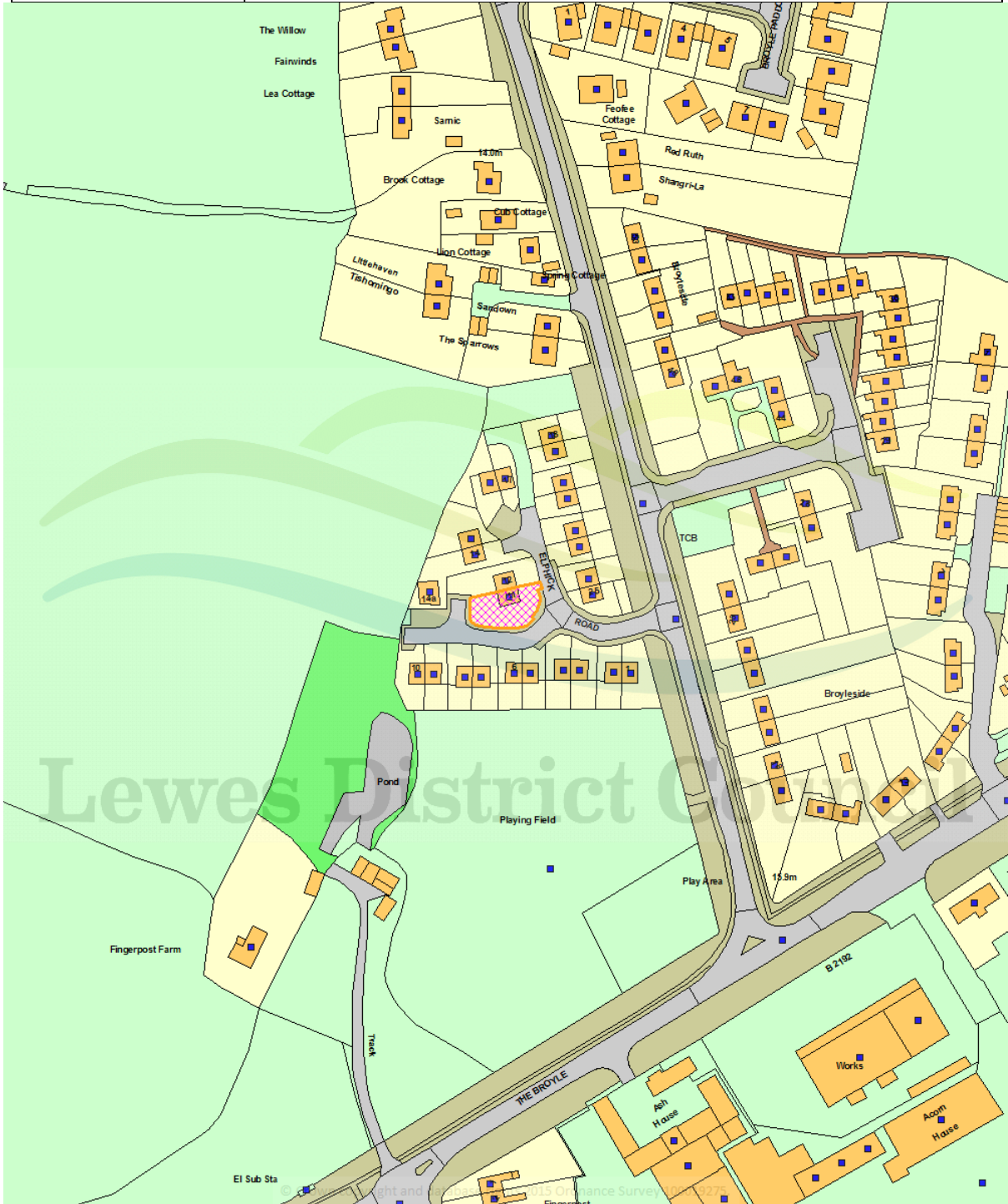


APPLICATION NUMBER:	LW/16/0930	ITEM NUMBER:	10
APPLICANTS NAME(S):	Mr & Mrs Manthorpe	PARISH / WARD:	Ringmer / Ouse Valley & Ringmer
PROPOSAL:	Planning Application for Erection of two storey attached dwelling		
SITE ADDRESS:	11 Elphick Road Ringmer East Sussex BN8 5PR		
GRID REF:	TQ 45 13		



1. SITE DESCRIPTION / PROPOSAL

SITE DESCRIPTION

1.1 The application site is occupied by a two-storey, semi-detached, dwellinghouse located on a corner plot within a development of similar houses accessed off the west side of Broyle Lane, to the east of Ringmer village.

1.2 The application site is located within the defined Planning Boundary. The property is not Listed or situated in a Conservation Area.

1.3 The property was built in the early 1990s and has a traditional form with pitched roof and gable end, porch canopy, tile hanging to the first floor, and facing brick walls to the ground floor. The fenestration is dark brown in colour, typical of this period. The other properties in Elphick Road are near identical and this is due to a restrictive condition removing permitted development for minor works, including replacing the windows (condition 2 of LW/89/1517).

1.4 Being located on a corner plot there is an area of side garden next to the existing house. The proposal relates to this area of land, which is to be sub-divided in order to create a plot for a new dwelling.

PROPOSAL

1.5 The application seeks planning permission for the erection of an additional two-storey dwelling alongside the existing house, to form a terrace of the three houses.

1.6 The new house will match in all respects the existing house. The new dwelling will have a pitched roof and gable end and a pitched roof overhang to the front porch. The upper floors will be tile hung and the ground floor constructed using facing brickwork. Both the eaves line and ridge line of the existing house will run through into the new dwelling.

1.7 The new house will comprise living and dining area; kitchen and hallway on the ground floor, together with a bike store and bin store next to the outer wall. On the first floor there will be two bedrooms and a bathroom.

1.8 The front garden of the existing house will be re-modelled to provide two off-street car parking spaces. The new dwelling will also have two off-street car parking spaces.

2. RELEVANT POLICIES

LDLP: – CT01 – Planning Boundary and Countryside Policy

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

LDLP: – SP2 – Distribution of Housing

LDLP: – CP2 – Housing Type, Mix and Density

LDLP: – CP11 – Built and Historic Environment & Design

LDLP: – CP13 – Sustainable Travel

LDLP: – RNP83 – Policy 8.3-Off-Road Parking

3. PLANNING HISTORY

LW/16/0930 - Erection of two storey attached dwelling -

LW/02/2164 - Two storey side extension - **Approved**

LW/89/1517 - Residential development of twenty four two-bedroom houses and recreational land. Deemed Permission. Restrictive Planning Condition No.2. at Finger Post Field. - **Approved**

LW/88/0529 - Outline for residential development of twenty-two three- bedroom houses and recreation ground at Finger Post Field, Broyle Lane. (Superseded by later application). - **Withdrawn**

APPEAL/72/1119 - Development Appeal - **Dismissed**

E/72/1119 - Outline Application for erection of dwellings. - **Refused**

E/71/0345 - Outline Application for erection of dwellings. - **Refused**

E/68/0304 - Outline Application for the erection of residential dwellings at Broyle Lane. - **Refused**

E/63/0005 - Outline Application for residential development. - **Refused**

E/55/0572 - Outline Planning Application for six pairs of dwellings. - **Refused**

4. REPRESENTATIONS FROM STANDARD CONSULTEES

Ringmer Parish Council – Ringmer Parish Council do not support this application and advise that adequate parking provision needs to be supplied to be in accordance with Ringmer Neighbourhood Plan Policy 4.6. Both 11 & 11a should have 2 parking spaces.

Members also consider the proposal to be overdeveloped and will create a significant impact on the street scene.

Policy 4.6: All new development in Ringmer must make adequate provision for off-road parking for the numbers and types of vehicles likely to be attracted by the development. Parking for new development in the countryside should be appropriately located or screened to minimise landscape impact. New residential development should include off-road parking provision at the following minimum ratios:

- 1 parking space per 1-2 bed home designed specifically for older residents
- 2 parking spaces per 1-3 bed home
- 3 parking spaces per 4 bed or larger home

Proposals for residential extensions should not reduce off-road parking below these levels. In addition new developments should make provision for off-road visitor parking and cycle parking, in accordance with the scale recommended by East Sussex County Council.

ESCC Highways – The space does not appear to encroach on the highway and is therefore acceptable, however pedestrian visibility will need to be maintained with the fence line below 600mm.

A demarcation line should also be provided to ensure that parking doesn't take place on the highway.

Southern Gas Networks – No objection

ESCC Archaeologist – No objection

Although this application is situated within an Archaeological Notification Area, it is not believed that any significant below ground archaeological remains are likely to be affected by these proposals. No further recommendations.

5. REPRESENTATIONS FROM LOCAL RESIDENTS

5.1 Representations have been received from 6, 7, 12, 22, 23 Elphick Road; and Fair Meadow, Rushey Greet, objecting to the application for the following reasons:-

- Inadequate access
- Loss of open space
- Loss of trees, impact on nesting birds
- Noise and disturbance
- Busy and overcrowded
- Out of character
- Over development
- Overbearing building/structure
- Overlooking, loss of privacy
- Parking issues
- Pedestrian safety
- Traffic generation
- Contrary to policy
- Effect on town centre viability

6. PLANNING CONSIDERATIONS

6.1 The main considerations in the determination of the application include the principle of development, design and appearance, impact on neighbour amenity, and accessibility and transport.

Principle of development

6.2 Spatial Policy 2 of the Joint Core Strategy "Distribution of Housing" states that the housing needs of the district can be met in part by allowing new homes on unidentified infill sites with Planning Boundaries. In this case the plot is within the Planning Boundary of Ringmer and the net increase of one dwelling will help, albeit in a small way, to meet housing demand.

6.3 The comments received from neighbours in respect of the Ringmer Neighbourhood Plan having allocated sites to meet housing provision within the village are noted. However, these site allocations are not a cap on the number of houses to be provided, and where suitable, sustainable sites come forward within the Planning Boundary, due consideration should be given.

6.4 In this instance the proposal to provide an additional dwelling meets policy requirements in principle and in this location is acceptable.

Design and appearance

6.5 The plot is of sufficient size to accommodate the new dwelling proposed. The new dwelling will match the proportions of the existing house and will form a row of three houses in a terrace. A gap will be retained between the side of the new house and the street and in terms of the spatial arrangement and layout the new dwelling would not be out of keeping with the aesthetics of the close.

6.6 In respect of external materials and finishes, design and detailing, the new dwelling will match existing houses and will not have an incongruous appearance.

6.7 The neighbour comments in respect of the development resulting in a terrace and affecting the value of existing properties, which are semi-detached, are noted. However, the impact of development on adjoining property values is not a material consideration in determining whether to grant planning permission.

Impact on neighbour amenity

6.8 Being situated on a corner plot at a curve in the street, there are no immediate neighbours to the proposed development apart from the adjoining house, no. 11 Elphick Road. To the rear the new dwelling will have a back garden, beyond which is a turning head, the nearest house beyond this being 14a Elphick Road. Opposite the application site is 25 Elphick Road but the new house will follow the building line of nos. 11 and 12 Elphick Road and as such would be no more intrusive than the existing houses. The comments from the occupiers of properties to the side of the new dwelling are noted, these being nos. 5 and 6 Elphick Road. However, there is a good degree of spatial separation and no windows or other openings are proposed on the flank elevation of the new dwelling. Accordingly it is not considered that these neighbouring residents will be overlooked.

6.9 In terms of the standard of accommodation for future residents, the layout of the new dwelling is considered to be satisfactory and will mirror the layout of the existing house, no. 11 Elphick Road. Future residents will benefit from a private back garden commensurate in size with other within the close, along with secure bike storage and bin storage facilities.

Accessibility and transport

6.10 Policy 8.3 of the Ringmer Neighbourhood Plan requires new development to make adequate provision for off-road parking for the numbers and types of vehicles likely to be attracted by the development. For a new 2-bedroom house the parking requirement is 2 spaces.

6.11 Following the initial comments from the Ringmer Parish Council, the applicant has amended the plans to incorporate two off-street car parking spaces for both the existing house and also the new dwelling. These spaces will be a minimum of 4.8m by 2.4m and meet the requirements of the ESCC highway authority and vehicles will not overhang the public footway. ESCC highway authority has confirmed that it is satisfied with the size and position of the proposed off-street car parking spaces subject to the applicant applying separately for a Licence to create the dropped kerbs and vehicular crossovers.

6.12 The application site is 1.5km from the centre of Ringmer village to the west, which provides local shops and services including a sub-Post Office, pharmacy and food shop. In addition there are bus stops for the 28 route on Broyle Lane very near to Elphick Road, providing a bus service to Lewes, Brighton, Uckfield and Tunbridge Wells.

6.13 In summary, the application site is in a reasonably sustainable location in terms of access to public transport alternatives to the car and local shops and services. The

development will also provide off-street car parking in accordance with the policy requirements set out in the Ringmer Neighbourhood Plan.

7. RECOMMENDATION

The application is recommended for approval.

The application is subject to the following conditions:

1. This planning decision relates solely to the plan(s) below:
2. The development hereby approved shall be finished in external materials and finishes to match those used in the walls and roof of the existing building, 11 Elphick Road, and retained as such thereafter unless otherwise agreed in writing by the local planning authority in an application on that behalf.

Reason: To ensure a satisfactory development in keeping with the locality having regard to retained policy ST3 and Core Policy 11 of the Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

3. All hard and soft landscape works shall be carried out in accordance with the approved details prior to the first occupation of the new dwelling hereby permitted unless otherwise agreed in writing by the Local Planning Authority.

Reason: To enhance the general appearance of the development having regard to retained policy ST3 and Core Policy 11 of the Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

4. All hard surfaces incorporated into the development hereby approved shall be constructed from porous or permeable materials or designed to direct surface run-off to soakaways within the application site.

Reason: In order to drain surface run-off water naturally in the interests of sustainability and reducing the risk of flooding, in accordance with Core Policies 11 and 12 of the Lewes District Local Plan Part One: Joint Core Strategy and having regard to National Planning Guidance contained in the National Planning Policy Framework 2012.

5. Construction work and deliveries in association with the development hereby permitted shall be restricted to between the hours of 0800 and 1800 Mondays to Fridays and from 0830 until 1300 on Saturdays. No works in association with the development hereby permitted shall be carried out at any time on Sundays or on Bank/Statutory Holidays.

Reason: In the interests of the residential amenities of the neighbours having regard to retained policy ST3 and Core Policy 11 of the Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

6. No development shall be carried out until a Construction Traffic Management Scheme has been submitted to and approved by the Local Planning Authority. This shall include details of the locations for the parking of contractors' and delivery vehicles, and the locations for the stationing of plant/machinery and materials clear of the public highway.

Reason: In the interests of highway safety having regard to retained retained policy ST3 and Core Policies 11 and 13 of the Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

7. 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 as described in Schedule 2, Part 1, Classes A and B, other than hereby permitted, shall be undertaken unless the Local Planning Authority otherwise agrees in writing in an application on that behalf.

Reason: Further extensions, alterations and a more intensive development of the site would be likely to adversely affect the appearance and character of the development, the area and neighbour amenity, having regard to retained policies ST3 and RES13 and Core Policy 11 of the Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

8. The new dwelling hereby approved shall not be occupied until the cycle parking facility has been provided in accordance with the approved drawings, and the facility shall thereafter be retained for that use and shall not be used other than for the parking of cycles used by occupants of and visitors to the development hereby permitted.

Reason: In the interests of amenity and to provide for alternative methods of transport to the private car in accordance with retained policy ST3 and Core Policy 13 of Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

INFORMATIVE(S)

1. This development may be CIL liable and correspondence on this matter will be sent separately, we strongly advise you not to commence on site until you have fulfilled your obligations under the CIL Regulations 2010 (as Amended). For more information please visit <http://www.lewes.gov.uk/planning/22287.asp>

2. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

This decision is based on the following submitted plans/documents:

<u>PLAN TYPE</u>	<u>DATE RECEIVED</u>	<u>REFERENCE</u>
Design & Access Statement	2 November 2016	
Biodiversity Checklist	2 November 2016	
Additional Documents	6 February 2017	HER REPORT
Planning Statement/Brief	6 February 2017	HERITAGE STATEMENT
Proposed Block Plan	30 March 2017	1:500

Proposed Elevation(s)	30 March 2017	1:100
Proposed Floor Plan(s)	30 March 2017	1:50
Location Plan	30 March 2017	1:1250