

APPLICATION NUMBER:	LW/17/0229	ITEM NUMBER:	8
APPLICANTS NAME(S):	Mr D Symonds	PARISH / WARD:	Plumpton / Plumpton Street E.Chiltington St John W
PROPOSAL:	Planning Application for Demolish existing house and garaging and construct replacement dwelling with new double garage and raised decked area to garden		
SITE ADDRESS:	5 Riddens Close Plumpton East Sussex BN7 3BP		
GRID REF:	TW 36 16		



1. SITE DESCRIPTION / PROPOSAL

1.1 The application site lies at the bottom of a short cul-de-sac of properties known as Riddens Close, on the western side of Plumpton Green.

1.2 The five properties that make up the close are all located on the eastern side of the road, facing due west and were originally constructed as single storey bungalows. Whilst the property on the application site remains a bungalow, some of the other properties have been extended into the roof space with dormer windows.

1.3 Riddens Close slopes gently from north to south with the application site falling at the lowest level. The bungalows follow the fall in ground levels with the ridge heights of the dwelling stepping down accordingly.

1.4 No. 5 Riddens Close is by far the largest plot of the five that make up the cul-de-sac, with the land extending down to the adjacent waterway, Bevern Bridge Stream. The garden serving the property drops away more sharply past the dwelling, and at this point falls within Flood Zone 3. It appears that a number of trees have recently been cleared from the site.

1.5 At the end of the cul-de-sac the existing property has a small single detached garage. The dwelling itself has a simple L-shaped footprint, with a floor area of some 73 sqm. It is brick built and set under a relatively low pitched concrete tiled roof.

1.6 Planning permission is sought for the demolition of the existing bungalow and its replacement with a new two storey property with a floor area of some 165 sqm.

1.7 The proposed dwelling retains an L-shaped footprint, but hands its position on the site, so that the shortest elevation sits adjacent no. 4 Riddens Close and the deepest elevation sits on the southern side of the site.

1.8 As originally submitted the southern section of the dwelling was a full two storey element projecting above the northern section, by approximately 1 metre. Dormer windows were proposed in the front and rear elevation of the northern section and a barn hip roof was proposed.

1.9 Following discussions with officers, the design of the dwelling has been amended. The front facing dormer has been removed, the overall height of the southern section has been reduced, and a fully hipped roof is now proposed.

1.10 Two parking spaces are to be provided to the front of the dwelling and the existing garage at the head of the cul-de-sac is to be replaced with a new detached double garage.

2. RELEVANT POLICIES

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

LDLP: – CP11 – Built and Historic Environment & Design

3. PLANNING HISTORY

None relevant.

4. REPRESENTATIONS FROM STANDARD CONSULTEES

Environmental Health – 1. Hours of operation at the site during any demolition, tree works, site clearance, preparation and construction shall be restricted to 08:00 to 18:00 hours Monday to Friday and 09.00 to 13:00 hours on Saturdays. No working is permitted at any time on Sundays or Bank Holidays. No machinery shall be operated, no process shall be carried out and no deliveries or collections shall be made at the site outside of these specified times. REASON: to protect the amenity of the locality in accordance with policy ST3 of the Lewes District Local Plan.

2. Dust control. No development shall take place until a scheme to control the emission of dust from the demolition and construction works at the site has been submitted to and approved in writing by the Planning Authority. The approved scheme shall be fully implemented throughout the duration of demolition and construction works, with all equipment maintained in accordance with the manufacturer's instructions at all times until completion of the development. REASON: to protect the amenity of the locality in accordance with policy ST3 of the Lewes District Local Plan.

3. Waste management advisory comment. All waste material arising from any clearance and construction activity at the site should be stored, removed from the site and disposed of in an appropriate manner. It is an offence to burn trade waste, so there should be no bonfires on site.

Environment Agency – We have no objections to the proposed development, as submitted.

Plumpton Parish Council – Council is neutral on this proposal: two against, two for and two abstentions.

5. REPRESENTATIONS FROM LOCAL RESIDENTS

5.1 2 letters of objection in relation to the original plans:

- o Development is far too big and out of keeping with surrounding bungalows
- o Roofline will be far higher than the existing bungalows and will dominate no. 4
- o The position of the double garage will encourage the mis-use of the road in front as parking area.
- o Water runs straight down the road and will flood the garage.
- o Access road is not suitable for construction vehicles.
- o How will the development effect the structural stability of our properties
- o Balcony will overlook the neighbouring property
- o There is a need for smaller and single storey properties in the village
- o Why not build a four bedroom bungalow rather than a house?

5.2 5 letters of objection in relation to the amended plans:

- o Amended plans have not changed my original concerns
- o Occupiers have been burning waste on site.
- o Still out of character
- o Adequate drainage needed to protect the garage
- o Road is not wide enough to accommodate two garages
- o Already been significant removal of trees
- o Lower part of the land is subject to extensive flooding
- o Parish Council owns park of the land at one side of the site

6. PLANNING CONSIDERATIONS

6.1. On the basis that the application site falls with the planning boundary of Plumpton Green as defined by the Lewes District Local Plan there is no objection to the principle of the replacement of the existing dwelling. The main issues for consideration therefore are:

- 1) Design/visual impact
- 2) Impact on neighbour amenity
- 3) Access and parking arrangements
- 4) Flooding and drainage

DESIGN AND VISUAL IMPACT

6.2. As noted above the design and scale of the dwelling has been amended since original submission. This was due to concerns raised by officers in relation to the impact of the proposal on the wider street scene.

6.3. As explained, Riddens Close is a small cul-de-sac of similarly designed and scaled bungalows. Whilst there is some variation between the existing dwellings as a result of minor additions to the majority, there is still a well-established character and rhythm to the street that the original scheme would have conflicted with. The originally proposed dwelling by virtue of its scale, despite an attempt to utilise the change in ground levels across the site, would have appeared as a tall and prominent addition at the end of the road. This was emphasised by the tallest section of the dwelling projecting forward.

6.4. In order to try and address this concern the overall scale of the dwelling has been reduced, through a mixture of lowered eaves, the introduction of a fully hipped roof, removal of the front facing dormer window and overall reduction in height. From the front the dwelling will largely appear as a single storey dwelling and whilst it will still be slightly taller than the adjacent bungalow and therefore disrupts the existing natural fall in building heights through the street scene, it is not considered that the proposed dwelling now appears so out of keeping or bulky to warrant refusal of consent.

6.5. The main appearance of a two storey dwelling will be from the south where there is no public access. Dwellings backing on to the stream to the south are some 70 metres away. Where views are available through the tree line these will be of the new dwelling set against a back drop of both single and two storey dwellings. With this in mind it is not considered that the new dwelling could be deemed out of character.

6.6. It is considered that the fully hipped roof is reflective of the other dwellings in the street scene. Due to the large size of the application site when compared to the other dwellings in the close, it could not be argued that the dwelling will result in an overdevelopment of the site. Overall the design of the dwelling and its impact on the wider street scene is now considered acceptable.

IMPACT ON NEIGHBOUR AMENITY

6.7. The position of the application site at the end of the cul-de-sac means that neighbouring properties are limited. Those likely to be most affected by this proposal are 4 Riddens Close to the north and 8 Riddens Lane to the east.

6.8. The proposal will see the new dwelling moved further away from the mutual boundary with no. 4 than the existing bungalow. In addition as noted above the handed arrangement of the L-shaped footprint now means that the shortest elevation would sit alongside the closest neighbouring property. Whilst there will be a slight increase in overall height with the roof hipped away from the mutual boundary impact on the living conditions of the neighbouring occupiers will be limited.

6.9. To the east 8 Riddens Lane is set to the north east of the application site. This is a two storey property with a long rear garden that runs behind both no. 4 and 5 Riddens Close. The proposed new dwelling will be set some 8 metres from the mutual boundary. Proposed ground floor rear facing windows are to serve an ensuite, a WC and a small utility room. Overlooking from these openings will therefore be limited. At first floor a bathroom and a bedroom window are proposed. On the southern elevation a first floor projecting balcony is proposed. This will be approximately 1 metre in depth and will set some 11 metres from the mutual boundary.

6.10. Whilst the first floor bedroom window will introduce some overlooking to the neighbouring property, in a built up area such as this, some element of overlooking is to be expected, especially in an area where there is already a mix of single and two storey properties. Limited overlooking will be experienced from the balcony on the basis that the dwelling itself will largely screen direct views.

6.11. To the west the closest neighbouring dwelling is set to the north west and is some 50 metres away. As set out above the dwellings to the south are some 70 metres away and set behind a belt of trees. With such an intervening distance it would be difficult to demonstrate any significant harm to the living conditions of the occupiers of these properties.

ACCESS AND PARKING ARRANGEMENTS

6.12. The existing dwelling currently has two single garages serving it. One at the head of the cul-de-sac and one towards the rear of the dwelling adjacent the eastern boundary. The proposed scheme sees the provision of two driveway parking spaces to the front of the dwelling and the replacement of the existing garage at the head of the cul-de-sac with a new double garage.

6.13. The internal dimensions of the double garage are such that the spaces it provides cannot be counted as parking spaces for the dwelling. However two spaces to serve a single four bedroom dwelling meet with ESCC minimum standards and therefore no objection is raised to the level of parking proposed.

6.14. At present 'heras' fencing has been erected across the site frontage as the site is unsafe, however once this has been removed, it will reinstate access to the turning head for other users of the close. Concerns have been raised that the position of the proposed garage will encourage inconsiderate parking, however this situation is not different from the current arrangement and therefore a refusal on these grounds would be difficult to sustain.

FLOODING AND DRAINAGE

6.15. A large portion of the southern section of the application site is located with Flood Zone 3 of the Environment Agency's Flood Map. This indicates that the land has a high probability (1 in 100 year) of flooding from the Bevern Stream. However the proposed dwelling is shown to be located entirely in Flood Zone 1. This indicates land with a low probability (less than 1 in 1000 year) of flooding from the river, and therefore flood risk to the proposed is not considered to be a concern.

6.16. Whilst a small portion of the proposed garage is located within Flood Zone 3 as this replaces an existing garage and does not constitute habitable accommodation it too is considered to be appropriate and raises no concerns in relation to flood risk.

6.17. A couple of the objectors writing in relation to this application have made comments in respect of surface water drainage in the cul-de-sac and poor highway drainage. Whilst this is a matter unrelated to the application proposals the applicants agent has confirmed that investigations have revealed that a water man replacement has cut through part of the road surface water drainage. It is understood that the applicant is planning to undertake repairs and incorporate new gullies to replace and/or repair existing blocked gullies in the Cloe by the turning head.

OTHER MATTERS

6.18. Other matters raised by the third parties, whilst have been noted, are not considered to result in reasons to resist the approval of this application. The removal of trees from the site prior to the submission of this application did not require the consent of the Council as none of the trees on site are protected in any manner. Notwithstanding this a condition ensuring those remaining on site are protected during construction should ensure no further loss.

6.19. With regard to the comments made in regard to the possible impact of the proposed construction on the road surface and/or neighbouring properties, these are matters for the applicant to address. Any damage to third party property caused as a result of demolition or construction works would be for the applicant to resolve and would not be reason to prevent permission being granted.

CONCLUSION

6.20. For all of the above reasons, the proposed dwelling as amended, is now considered acceptable and will not appear out of keeping with the street scene, unacceptably affect the living conditions of neighbouring occupiers and will be have suitable access and parking facilities. On this basis the proposal is considered to comply with the requirements of policy ST3 of the Lewes District Local Plan and Policy CP11 of the Joint Core Strategy and can be supported.

7. RECOMMENDATION

That planning permission be granted.

The application is subject to the following conditions:

1. This planning decision relates solely to the below plan(s).
2. Before the development hereby approved is commenced on site, details/samples of all external materials shall be submitted to and approved in writing by the Local Planning Authority and carried out in accordance with that consent.

Reason: To ensure a satisfactory development in keeping with the locality having regard to Policy ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

3. Hours of operation at the site during any demolition, site clearance, preparation and construction shall be restricted to 08:00 to 18:00 hours Monday to Friday and 09.00 to 13:00 hours on Saturdays. No working is permitted at any time on Sundays or Bank Holidays. No machinery shall be operated, no process shall be carried out and no deliveries or collections shall be made at the site outside of these specified times.

Reason: To protect the amenity of the locality in accordance with policy ST3 of the Lewes District Local Plan.

4. No development shall take place until a scheme to control the emission of dust from the demolition and construction works at the site has been submitted to and approved in writing by the Planning Authority. The approved scheme shall be fully implemented throughout the duration of demolition and construction works, with all equipment maintained in accordance with the manufacturer's instructions at all times until completion of the development.

Reason: To protect the amenity of the locality in accordance with policy ST3 of the Lewes District Local Plan.

5. The dwelling hereby approved shall not be occupied until vehicle parking spaces have been laid out within the site in accordance with drawing no. 592/03 Rev K dated 12th June 2017 and these spaces shall be made permanently available for that use.

Reason: In the interests of and for the safety of persons and vehicles using premises and/or adjoining road having regard to Policy ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

6. Development shall not begin until details of finished floor levels in relation to the existing ground levels have been submitted to and approved by the Local Planning Authority. The works shall then be carried out in accordance with these details.

Reason: In the interest of residential amenity and the character of the locality having regard to Policy ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

7. All trees, shrubs and hedges within the site, to be retained, shall be protected by 1m high fences for the duration of the building works at a distance equivalent to the outer most limit of the branches or half the height of the tree or whichever is the greatest or such other distance as may be agreed in writing by the Local Planning Authority. No materials or plant shall be stored, rubbish dumped, fires lit or buildings erected within the fenced area and no changes in ground level or excavations may be made within the exclusion zone of the tree, shrub or hedge without the prior consent in writing of the Local Planning Authority, in accordance with BS.5837 - Trees in Relation to Construction.

Reason: To enhance the general appearance of the development having regard to Policy ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

INFORMATIVE(S)

1. 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.

2. 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>

3. This development may require an Environmental Permit from us under the terms of the Environmental Permitting (England and Wales) (Amendment) (No. 2) Regulations 2016 for any temporary or permanent proposed works or structures within 8 metres of the top of the bank of the Bevern Stream. This may include the construction of the replacement garage.

This was formerly called a Flood Defence Consent.

Some activities are also now excluded or exempt. An environmental permit is in addition to and a separate process from obtaining planning permission.

Further details and guidance are available on the GOV.UK website:
<https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>.

4. All waste material arising from any clearance and construction activity at the site should be stored, removed from the site and disposed of in an appropriate manner. It is an offence to burn trade waste, so there should be no bonfires on site.

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

<u>PLAN TYPE</u>	<u>DATE RECEIVED</u>	<u>REFERENCE</u>
Existing Floor Plan(s)	20 March 2017	592/01
Existing Elevation(s)	20 March 2017	592/02
Design & Access Statement	20 March 2017	
Location Plan	12 June 2017	592/03 K
Proposed Elevation(s)	12 June 2017	592/07 I
Proposed Floor Plan(s)	9 June 2017	592/04 I
Street Scene	12 June 2017	592/09 F
Photographs	3 May 2017	
Survey Plan	3 May 2017	8338