

App.No: 170607	Decision Due Date: 28 June 2017	Ward: Meads
Officer: Anna Clare	Site visit date:	Type: Planning Permission
Site Notice(s) Expiry date: 27 May 2017		
Neighbour Con Expiry: 27 May 2017		
Press Notice(s): 27 May 2017		
Over 8/13 week reason: n/a		
Location: Land adjacent to 21 Derwent Road, Derwent Road, Eastbourne		
Proposal: Demolition of existing three garages and erection of chalet bungalow type 1 bedroom single dwelling.		
Applicant: Mrs Jeanette Crouch		
Recommendation: Grant Permission subject to conditions		

Executive Summary:

The application proposes the erection of dwelling in replacement of a block of garages within the Meads Conservation Area. The design of the proposal is considered to preserve the character of the conservation given the wider development already undertaken and the modern design of the proposal in contrast to the older properties surrounding.

It is not considered the proposal would result in significant impacts on the amenity of surrounding residential properties and therefore 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
12. Conserving and enhancing the historic environment

Core Strategy Local Plan 2013 Policies

- B2 Creating Sustainable Neighbourhoods
- C11 Meads Neighbourhood Policy
- D5 Housing

D10 Historic Environment
D10a Design

Eastbourne Borough Plan Saved Policies 2007

UHT1 Design of New Development
UHT4 Visual Amenity
UHT5 Protecting Walls/Landscape Features
UHT15 Protection of Conservation Areas
HO2 Predominantly Residential Areas
HO20 Residential Amenity

Site Description:

The site refers to a block of single storey garages on land adjacent 21 Derwent Road and to the rear of 17 Darley Road. The existing site is all hard standing, with at 2.3m brick and blockwork wall to Derwent Road, with an opening for vehicular access with low level barrier.

17 Darley Road was converted into 7 flats following the grant of planning permission in 1971. At some point subsequently the rear garage block appears to have been separated from the main property. The garages are not currently used or owned by occupants of 17 Darley Road.

The site is situated within the Meads Conservation Area.

Relevant Planning History:

EB/1971/0309

Conversion of a dwelling in multiple occupation to form 3 two-person and 4 one-person self-contained flats with parking for 6 cars.

Approved unconditionally

24 June 1971

EB/1973/0272

Erection of a block of three domestic garages at the rear, replacement of front entrance steps and erection of a new boundary wall.

Granted unconditionally

19 April 1973

Proposed development:

The application proposes the demolition of the existing garage block and the erection of a one bed dwelling.

The new dwelling would be two storey with living accommodation on the ground floor and a double bedroom within the roof space.

The dwelling is proposed 3.6m in height to eaves level, 5.6m in total height, providing 76m² of floorspace over the two floors.

The design incorporates a projecting gable to the front which is glazed and clad, whilst the main building would be constructed in brickwork. a new brickwork wall is proposed to Derwent Road, with a vehicular access to the south of the site to provide off street parking for one car to the side of the new dwelling. A small private amenity space is provided to the front/side of the dwelling with provision for cycle and bin storage.

Consultations:

Specialist Advisor (Planning Policy) No objections (full response below)

The proposal site is within the Meads Neighbourhood. Meads is identified in the Core Strategy as a 'Sustainable Neighbourhood' and the Meads neighbourhood vision states that the neighbourhood will make an important contribution to the delivery of housing. The development site is located within an area of which several policies are applicable from the Eastbourne Borough Plan (2001-2011) and the Core Strategy (adopted 2013).

The National Planning Policy Framework supports sustainable residential development and planning permission should be granted to meet local and national housing needs. The site would be considered a windfall site, as it has not previously been identified in the Council's Strategic Housing Land Availability Assessment. The Council relies on windfall sites as part of its Spatial Development Strategy (Policy B1 of the Core Strategy, adopted 2013) and the application will result in a net gain of 1 dwelling. The total proposed GIA (approximately 86.18m²) falls well within the accepted minimum GIA (58m²) for a two storey (including rooms in the roof), one bedroom, house, as outlined by the DCLG technical housing standards. The development would be CIL liable.

As the application would result in an additional residential unit in a sustainable neighbourhood, from a planning policy perspective the proposal would be supported in principle.

Specialist Advisor (Conservation) No objections (full response below)

This application seeks consent for the demolition of 3 existing garages and the erection of a detached chalet bungalow on the same site in a quiet residential setting at the heart of the Meads conservation area. Derwent Road sits between the All Saints development and Meads Street, its main commercial artery, offering an eclectic mix of residential accommodation that encompasses Victorian, Edwardian and more contemporary designs, to include single family houses and apartments. There are also terrace and semi/detached properties on the street.

This application was presented to CAAG on 21 May 2017, where it attracted favourable feedback, with just a single caveat by way of a request that consideration be given to adjusting the design of the small window on the front elevation to one characterised by a single 50:50 vertical division to produce the strongest possible visual definition. It was felt that the incorporation of an additional horizontal opener on submitted plans over-complicated the design and introduced a detail that is detractive at the level of overall effect.

The formal CAAAG minutes read as follows:

" The Group were supportive of the proposal and felt it would enhance the character and appearance of the conservation area. It was however felt that the detailing of the small front window could be improved".

I echo this positive assessment and would wish to reference the use of a bold and attractive contemporary design that works with the rhythm and flow of a pleasing and, on inspection, surprisingly diverse streetscape. To create a stylish and innovative new property design at the heart of one of the borough's best loved and most prestigious locations invites careful thought, and the fusion of modesty and modernism, drawing on a mixed set of influences from its neighbours, ensures that this distinctive development avoids the danger of being over-designed and/ or overwhelming neighbouring property. Indeed, the overall sense derived is of something that is creative and conspicuously C21st, yet somehow manages to be respectful of its older, well-established neighbours.

Highways ESCC

As the proposed development is one unit with access onto an unclassified road ESCC Highways do not wish to be formally consulted.

Any new access should be constructed in accordance with East Sussex highways specifications and works should be carried out under the appropriate license.

Meads Community Association object to the proposal for the following reasons;

- Over development of the site
- Building proposed is too high
- Out of character with the existing properties
- Adverse visual impact on this part of Meads
- The basement flat adjacent would be affected through lack of natural light and overlooking by the building and the high fence
- Derwent Road is narrow
- Lack of parking

- Demolition of garages as an amenity would be a loss to the local residents

Neighbour Representations:

11 objections have been received covering the following points;

- Impact on light to No.17 Darley Road rear elevation windows
- Impact on the Conservation Area
- Impact on Parking
- Design is not in keeping with the local area
- Lack of amenity
- Parking space is unusable due to size
- Over developed lack of outside space
- Overshadowing and loss of light, loss of privacy to 15 Darley Road
- Building too tall for the position
- Overcrowding
- Development does not respect the scale and proportions of surrounding buildings
- Detriment to local environment
- Impact on trees
- Overlooking impacts from rear windows and roof lights to No.15 Darley Road
- Filling in the gap between 21 Derwent and 15 Darley Road does not preserve the character of the area
- The two new bungalows of Derwent Road are smaller in height and set further back from the road which reduces their impact
- Impact of overlooking from rooflights towards 32 Milnthorpe Road
- Impact of increased roof bulk and dominance of this on views and Outlook from 32 Milnthorpe Road
- Proposal would not make a valuable contribution to Derwent Road
- Loss of on street parking to allow for new access
- Impact on light to side windows of 21 Derwent Road
- Overbearing on adjacent 21 Derwent Road
- The design is unsympathetic to the Victorian/Edwardian buildings in this conservation area.

Appraisal:

Principle of development:

The National Planning Policy Framework supports sustainable residential development and planning permission should be granted to meet local and national housing needs. The site would be considered a windfall site, as it has not previously been identified in the Council's Strategic Housing Land Availability Assessment. The Council relies on windfall sites as part of its Spatial Development Strategy (Policy B1 of the Core Strategy, adopted 2013) and the application will result in a net gain of 1 dwelling.

Therefore proposals to provide additional residential development are supported in principle, providing they do not significantly impact on the

amenity of existing surrounding residential properties, and the proposals offer good quality accommodation for future occupiers in accordance with relevant planning policies.

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

Impact on occupiers of NO.17 Darley Road

At present the boundary between the site and the rear of No.17 Darley Road is a low level approx. 1m block and brickwork wall. The proposal would raise this boundary treatment to 1.8m with the installation of a close board fence.

This will have some impact on the occupiers of No.17 in terms of outlook, although the outlook from the lower ground floor is already very limited. The ground floor windows would be the majority above this fence height and therefore given the orientation, with this elevation being north facing this received very limited light anyway it is not considered that a reason for refusal could be justified for this reasoning.

Impact on occupiers of no.15 Darley Road

No.15 sits to the south east of the site, the rear garden runs to the rear of the site and the proposal would be positioned up to the boundary. The proposal currently includes two window in this elevation, a high level window to the kitchen and a small bathroom window; neither window are shown as openable.

However, these are considered unneighbourly given they are right on the boundary with the garden of this neighbouring property. It is also considered they would offer little value to the property given the existing vegetation to the rear and they should therefore be removed from the scheme, this can be secured by condition.

Although it will increase a sense of enclosure to this garden, the proposed development is to the east and will have limited impact on sunlight to the rear garden or rear elevation of the property and therefore it is not considered that the impacts would be significant to warrant refusal of the application on this ground.

Impact on No.21 Derwent Road

No.21 sits to the north of the development. NO.21 is a semi-detached property with a garage to the southern boundary. The property has windows/doors to the side elevation facing the proposal. Which serve a kitchen/living area which also has windows to the rear elevation.

The eaves of the proposal are 80cm above the height of their garage which is situated on the boundary. Given this relationship it is not considered that the pitched roof and additional bulk from the proposal would have a significant

impact on the adjacent property to warrant the refusal of the application for this reason.

Impact on properties to the rear of Milnthorpe Road.

There would be very limited impact on properties of Milnthorpe Road given the separation distance. Whilst No. 32 Milnthorpe would be able to view the roof of the property it is not considered that the building would be overbearing on or detrimental to outlook from this building.

The two rooflights to the rear elevation roof slope would be under 1.8m in height above the floor of the room they serve and when open would afford views to the rear for occupants. Light is provided to the room these serve by the glazing to the front elevation.

Design issues and impact on character and setting of a listed building or conservation area:

The application was presented to the Conservation Area Advisory Group, the feedback from which was favourable. In principle the group were favourable of the development bar some minor window detailing changes.

The existing garages and wall offer little in terms of value to the conservation area. Indeed the main building has some very unsympathetic extensions in terms of design and materials which do not reflect the high standard of design across other parts of the Meads Conservation Area.

It is considered that this site would have historically constituted the rear garden area of the main property. However it appears to have been separated at some point following the conversion of the main property into flats.

Historically it appears that the properties of Milnthorpe Road to the east of the site had rear gardens which bordered this side of Derwent Road, residential properties were only situated to the west of the Road. However over the years a number of properties have been developed to the rear of those gardens facing onto Derwent Road. These properties are a mix of design, size and scale. There is also a 60's development of town houses at the top of Derwent Road, resulting in a mix of character to this Road.

Vistas across the rear and openings/spaces in street scenes are important within conservation areas. However it is considered that the important vista has already been impacted by the development of the garages and other properties along this side of Derwent Road.

The design of the new dwelling is bold with large glazed panes to the front gable giving it a contemporary appearance. The bulk is kept to a minimum by way of a low eaves height, but a modern feature is made of the front elevation with the projecting bay.

The gable end would be set back just over 2m from the front boundary wall, this is slightly forward of the adjacent property no.21 Derwent Road. However given the height and roof structure it is not considered that the dwelling would be overbearing or dominant visually on the street scene.

For the above reasons it is not considered that the new dwelling would harm the appearance of the Conservation area and the character is preserved by the new development.

Impacts on trees:

There are no trees or vegetation on the site which is 100% hardstanding.

Residents have raised concern regarding the impact on trees/planting to the garden of No.15 Darley Road which runs immediate to the rear of the proposal. Their concern focuses on the pressure for greater maintenance to these tree/shrubs to mitigate the any nuisance. It is considered that these trees and shrub and the associated legal issues associated with them would not be an impediment to the development of the site.

Given that the principle light source to the proposed unit will be from the front and roof light it is recommended that a refusal based solely on the overbearing relationship of the site from the neighbouring trees and shrubs could not be substantiated or sustained

Impacts on highway network or access:

Derwent Road allows for unrestricted parking on both sides of the carriageway; this impacts to some degree on the free flow of traffic as the carriageway width can be narrow in parts.

The proposal incorporates an off street parking space, in accordance with the ESCC Parking calculator however it is considered that it would be awkward to access this space given the narrowness of the road.

The existing garages are served by an existing drop curb, which extends along with the adjoining drop curb to the neighbours garage. If the access were proposed to the southern end of the site it is unlikely that the space between the drop curb existing for the adjacent property and the new access would be sufficient to allow on street parking for a car. Therefore the new access would likely result in additional on street parking loss.

A potential solution would be swap the proposed off street parking space into private amenity space and this would allow the curb to the front of the site to be reinstated creating an additional on street parking space. This additional space would not allocated to the home owner and would be free for use by the wider community.

Planning obligations:

The development would be CIL liable given it creates a new residential dwelling. The applicant has submitted the necessary forms at this stage.

Other matters:

Storage for two bicycles and bin storage has been allowed to the rear of the site adjacent the development which is considered acceptable for the size of the proposal.

The application includes demolition of the existing garages; under the relevant legalisation this element of the scheme falls to be determined independently from the main proposal.

There is no objection to the demolition of the existing garages, there is no evidence with the application that the garages are in active use and subject to conditions relating to site clearance there is no objection in principle to their demolition.

It is accepted that the scheme proposes to be developed up to the boundaries of the site (on two sides); this may well give rise to construction and on-going maintenance issues at the property, whilst this situation is less than satisfactory it not materially determinative issue in this case.

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 proposed dwelling would provide a good standard of accommodation for future occupiers without impacting significantly on the amenity of the surrounding residential properties.

The design and appearance is considered appropriate for the Conservation Area and is considered to preserve the character of the conservation area.

Recommendation: grant planning permission subject to the following conditions;

1. Time for commencement
2. Approved drawings
3. Materials
4. Unless the demolition and re-build are sequential, the spoil shall be removed and the land left in a clean state.
5. The cycle parking shown on the approved drawing to be implemented and made available prior to occupation.

6. Removal of PD rights, no dormers, rooflights or windows to any roof slope other than as agreed
7. Prior to the occupation of the dwelling the curb to the front of the site shall be re-instated.
8. Boundary details (all boundaries of the site)

Informatives:

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.