

Sandra Edwards

From: Amanda Scholes on behalf of Planning.Responses
Sent: 15 May 2017 10:15
To: Planning Scanning
Subject: FW: Planning Application R/64/17/PL
Attachments: Objection letter to R_64_17_PL.pdf

From: David Easton
Sent: 15 May 2017 10:03
To: Planning.Responses
Subject: FW: Planning Application R/64/17/PL

Please upload as a letter of objection.

From: Kevin and Marika [REDACTED]
Sent: 14 May 2017 21:40
To: David Easton
Subject: Planning Application R/64/17/PL

Dear Mr Easton,

My wife and I are submitting an objection to the above planning application associated with our neighbours plot. We will hand deliver the objection letter on Monday 15th but thought to send you a pdf copy as this will be easier to upload onto the planning portal.

Yours faithfully,
Kevin Siveter

Knowle Hurst Road
East Preston
West Sussex
BN16 3AP

14th May 2017

Dear Mr D Easton

Ref – Planning Application R/64/17/PL for Demolition of 1 No. dwelling & erection of 4 no. dwellings, at St. Mary's Close, Hurst Road, Rustington.

We would like to register our **objection** to the proposed development of St Mary's Close for the following reasons:

Density

The proposal to construct 4no. properties is clearly over development of the site and results in a density significantly higher than neighbouring properties in Hurst Road. A very simple comparison with the properties directly opposite would suggest 3no. dwellings would be more appropriate but even this is an increase in density compared to all properties in the road. The application is therefore in contravention of the Rustington Neighbourhood Plan Policy 2 – Housing Design which states *'Development proposals.....will be supported, provided that their **scale, density, massing**.....reflect the architectural and historic **character and scale of the surrounding buildings and landscape**'* and the emerging Plan D SP1 Design 13.2.15 which states *'the density of proposals should be sympathetic to the site and its surroundings'*.

Furthermore, the only way the developer could accommodate cramming 4no. dwellings onto the site is to include 2no. detached garage blocks in front of the end plots. This is completely out of character with the rest of Hurst Road and forces the rear building line beyond the existing, resulting in an *'unacceptable adverse impact on adjoining occupiers'* (namely L'Abri, St Marys Thatch and our property, Knowle), as stated in Arun District Plan 2003 GEN 7.

Design

The development is essentially a mini-estate adjoining Hurst Road, with plots sited with minimal separation creating a cramped and cluttered feel. The proposed dwellings are a variation on two basic designs which contrast with all other houses in Hurst Road, which are individual and unique in their character and appearance. This is demonstrated very clearly in the developer's application where the Local Precedent drawing ref LP-02 clearly shows the spacious and individual appearance of properties in Hurst Road and local vicinity. It should also be noted that the site borders the Station Road and East Preston Conservation Area.

The detached garage blocks / car ports partially obstruct the view of the houses with Plot 4 having the appearance that it is accessed through the car port. This will completely ruin the street scene and fails to meet the criteria of the Local Plan D SP1 Design 13.2.2 which states *'the successful introduction of*

new buildings into established townscapes and landscapes relies on ensuring that 'new' buildings are harmonious with their surroundings'.

With regards Plot 4 – Sandbank, we were informed by the developer that there would be one window on the western elevation overlooking our property, Knowle. We note that the application now shows three windows.

To achieve the appropriate parking provision the existing Close has been split, with 3x plots using one access and plot 4 having sole use of the other. Parking will be extremely congested and vehicular movements challenging within the cul-de-sac, which will not be appealing to future residents. Similarly, the parking for plot 4 utilises a garage, car port and external space, all of which are stacked behind one another, meaning only two spaces are ever usable.

We also wonder what arrangements will be in place for refuse collection as it is *'expected that residents will move their bins to the front of the property on collection day'* but does this mean within the cul-de-sac, in which case the bin men must wheel the bins some way out to the road and will no doubt leave them there once emptied.

We have several concerns around the accuracy of the plans and elevations submitted with the application, including:

- There is a significant lack of dimensions leaving the development wide open to change if implemented;
- The architect has cleverly shaded out the rear portions of plots 2 and 3 to create an optical illusion of space between the properties;
- There appear to be several inconsistencies between the plans and elevations which again create the illusion of space. The following two extracts demonstrate how the spacing between plots 2 and 3 vary between the drawings, with the plan showing approx 2m and the elevation showing as little as 600mm between the eaves (measurements scaled as none provided on drawings);



Extract from Site Layout CSL-01



Extract from Street Scene SS-01

- The Location Plan ref LP-01 cuts off the rear portion of the gardens of the properties on the northern side of Hurst Road, which all extend to a similar length as Knowle, which gives the impression of a lower density than is actually present.

We also note that the Drainage Strategy suggests the existing 150mm foul sewer is adequate to cope with the additional demand but the residents of Hurst Road have experienced capacity issues in the past so would question this. In addition, we note the absence of any drainage drawings so it is unclear how both surface and foul will be taken from the site which is a concern and a serious omission.

Covering Letter Ref GA/JS/01917/L0001

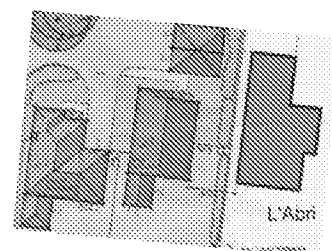
Finally, we feel compelled to address a number of the inaccuracies presented in the covering letter provided by Armstrong Rigg Planning Ltd:

- On page 2, the final paragraph states that *'the site has no relevant planning history'*. In 1989 planning was granted for a single chalet bungalow to be erected on the eastern side of the plot. If constructed, this would have resulted in only two dwellings on the site, which would have been in keeping with the character and appearance of Hurst Road;
- The final paragraph on page 3 states *'building lines have been set back to respect the general line of the road'*. The following shows the building line created from the primary elevations of Bankers and Knowle which highlights the proposal clearly does not respect these lines. The sketch also shows how far in front of the building line the external garage blocks are;



- The Community Consultation section on page 4 states that the scheme was *'redesigned to reflect comments received'*. Some changes to the scheme were implemented and presented at the second consultation but the fundamental objection from residents throughout was to reduce the scheme to 2 or a maximum of 3 properties, so it is inaccurate to state that *'issues regarding parking were the main concern'*.

It is also apparent that the final plans submitted with the application have changed from those presented at the second consultation, with plot 1 moving some 2 to 3m further south and beyond the side elevation of L'Abri, as can be seen when comparing the image to the right from the second meeting and the final layout above;



- The 2nd paragraph of the Impact on Character, Appearance and Residential Amenity section states '*it is thought there will be negligible impact on Knowle to the east as the separation distance will remain the same*'. This is an unbelievable statement as St Mary's Close is currently 10m away from our boundary fence whereas the proposed Plot 4 will be within 2m. This will have an **unacceptable adverse impact** on our house, especially when considering how far the plots extend beyond the rear building line;
- In several places, the letter refers to the '*retention of the existing building line*' but clearly this isn't correct as demonstrated previously;
- The Landscaping and Trees sections talks about preserving trees and states that '*all existing trees in the rear garden will be retained*'. The Site Survey Plan drawing ref P1017 shows several trees and hedges that will clearly have to be removed during the construction phase;
- Finally, the letter seeks to emphasise that it is a '*highly sustainable residential development*' and provides limited justification behind this statement. We would contest that it is not a sustainable development under the 3x pillars of sustainability for the following reasons:
 - Social – this should look at the impact on residents, both future and current. The new development will have a significant impact on existing residents due to the overbearing nature of the design and the concentration of vehicle movements from the 3nr plots using one access/egress which will result in significant disturbance to the houses opposite, especially Gemini.
There will also be a social impact on future residents due to the cramped nature of the mini-estate and the challenging vehicle movements within the cul-de-sac;
 - Environmental – the proposals include no environmentally friendly solutions, such as solar panels, ground source heat pumps or water attenuation systems, so only standard building techniques will be utilised.
The development will also see a significant reduction in vegetation, with significant loss of grass and hedging due to the high density of development;
 - Economic – The letter talks about the development '*providing residential accommodation for people of working age contributing to the availability of the local labour force and creation of jobs in the area*'. The creation of jobs in the local area is a bold statement as this will only be for a short time during the construction of the development. The future residents of these homes are likely to commute out of the area as a large proportion of the population currently do, adding to the traffic and transportation congestion on the local road network.
In reality, the only economic beneficiary of this proposal will be the developer.

We fully appreciate the pressure on local authorities to build new housing but a development of this nature will significantly detract from the local character and distinctiveness of the area, something that must be protected for present and future generations. Hopefully we have demonstrated the strength of our objection and we encourage the planning authority to **reject** this application.

Yours sincerely,

Kevin & Marika Siveter