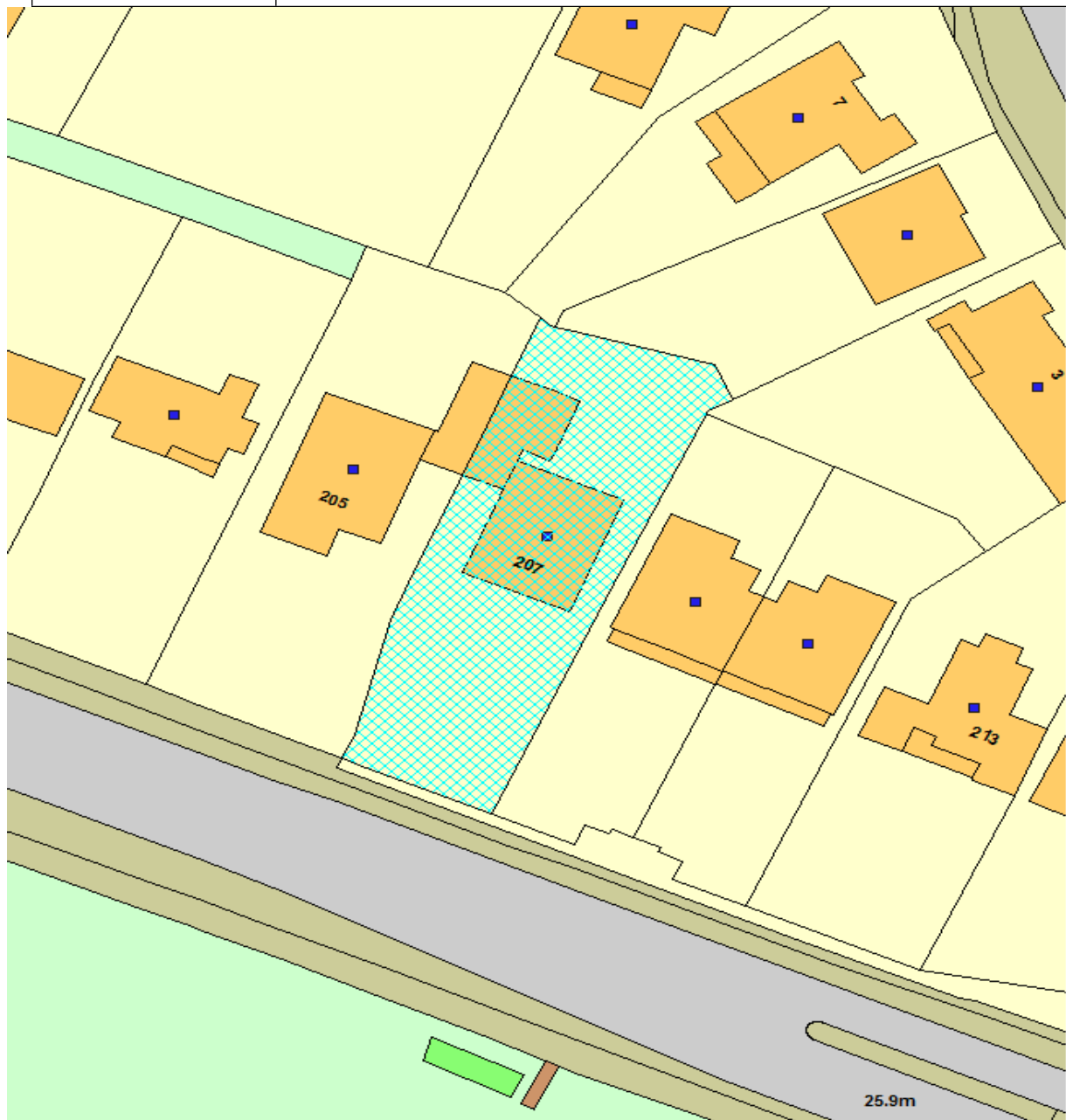


<b>APPLICATION NUMBER:</b>	LW/18/0901		
<b>APPLICANTS NAME(S):</b>	Scannell & Marshall	<b>PARISH / WARD:</b>	Telscombe / East Saltdean & Telscombe Cliffs
<b>PROPOSAL:</b>	Planning application for conversion of chalet bungalow to 4 x self-contained flats including rear and side extensions, take off roof and add first floor, demolish garage, gym and potting shed, widen cross-over, 5 car spaces, bicycle stores and associated landscaping		
<b>SITE ADDRESS:</b>	207 Marine Drive Saltdean East Sussex BN2 8DA		
<b>GRID REF:</b>			



## 1. SITE DESCRIPTION / PROPOSAL

1.1 The application site is a detached chalet style bungalow located on the north side of Marine Drive. The bungalow is situated on a reasonable sized plot with a chalet bungalow to the west side which shares a vehicular access with the application property. To the east side is a contemporary two storey dwelling. The adjacent properties are all detached dwellings located within their own individual plots.

1.2 It is proposed to convert the chalet bungalow to create four x self-contained flats including rear and side extensions, take off roof and add first floor, demolish garage, gym and potting shed, widen cross-over, create 5 car spaces, bicycle stores and associated landscaping.

## 2. RELEVANT POLICIES

**LDLP: – CP2** – Housing Type, Mix and Density

**LDLP: – CP11** – Built and Historic Environment & Design

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

## 3. PLANNING HISTORY

**LW/18/0901** - Conversion of chalet bungalow to 4 x self-contained flats including rear and side extensions, take off roof and add first floor, demolish garage, gym and potting shed, widen cross-over, 5 car spaces, bicycle stores and associated landscaping -

**E/54/0568** - Outline Application to erect one pair of semi-detached and two detached bungalows and two detached semi-bungalows on Block 001, Plots 010-013, South Coast Road and Plots 054, 055 & part 056 and Plots part 060-063, Lynwood Road. - **Approved**

## 4. REPRESENTATIONS FROM STANDARD CONSULTEES

**ESCC Highways** – Executive Summary:

I do not wish to object to this application subject to the imposition of conditions to ensure adequate parking, turning and access width.

Response:

This application seeks permission for the conversion of a chalet bungalow to 4 self-contained flats with a widened crossover, 5 car parking spaces and bicycle parking provision at 207 Marine Drive, Saltdean.

Marine Drive is a classified road [A259] subject to a 30mph speed limit. "Manual for Streets" published in March 2007 recommends appropriate visibility splays for an access serving this type of development dependent on traffic speeds on the major road. In this instance the recommended visibility splays are 2.4m by 43m in each direction, the major road "y" distance (43m) measured to the nearside vehicle path. I am satisfied that suitable visibility splays are available in this instance.

The submitted plan shows that the shared access will be widened to a total width of 5.3m to allow for two way flow and prevent the need for vehicles to wait on the highway to enter the property. This is considered to be acceptable. This should be approved by the local planning authority in agreement with the highway authority prior to commencement of the development.

A development of this size in this location would require 4 unallocated parking spaces. The parking provision meets the requirements with 5 spaces measuring 2.5m x 5m (3m x 5m where spaces abut a solid feature). Cycle parking is proposed, however, this is accessed via a set of steps. Cycle parking should be covered and secure, in a location that allows ease of use to encourage sustainable methods of transport.

I am satisfied that suitable turning provision is available, allowing vehicles to enter, turn and exit the site in a forward gear, removing the need for vehicles to reverse onto or off of the highway.

Within 500m of the site there are a number of bus stops offering services to Brighton and Saltdean along with a food store and pharmacy. There is a doctor's surgery within 600m of the site. With the above in mind, this site is relatively sustainable in terms of public transport, reducing the need for residents to rely on private car as a method of transport.

With the above in mind I do not wish to object to this application subject to the following conditions:

1. No development shall take place until details of the layout of the reconstructed access have been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the use hereby permitted shall not commence until the construction of the access has been completed in accordance with the specification set out on Form HT407 which is attached to and forms part of this permission

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

2. The development shall not be occupied until a turning space for vehicles has been provided and constructed in accordance with the approved plans and the turning space shall thereafter be retained for that use and shall not be used for any other purpose;

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

3. The development shall not be occupied until a parking area has been provided in accordance with the approved plans or details which have been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the area shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

4. The proposed parking spaces shall measure at least 2.5m by 5m (add an extra 50cm where spaces abut walls).

Reason: To provide adequate space for the parking of vehicles and to ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

5. The development shall not be occupied until cycle parking areas have been provided in accordance with details which have been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the areas shall thereafter be retained for that use and shall not be used other than for the parking of cycles

Reason: In order that the development site is accessible by non car modes and to meet the objectives of sustainable development

**Main Town Or Parish Council** – The committee considered the application, noting the comments at Public Question Time. It was proposed by Cllr Robinson, seconded by Cllr Sharkey and unanimously recommended to OBJECT to the application due to the following reasons:

- i. Gross overdevelopment on a small plot of land and to the local area in general.
- ii. Inadequate parking, resulting in additional cars using the already busy local residential roads.
- iii. Overbearing, loss of privacy and loss of light to the surrounding properties.
- iv. Changing the Amenity of the site.
- v. Out of keeping within the street scene. Access issues from A259 to the property.
- iv. It contravenes ST3 and PT3 of the Joint Core Strategy from NPPF.
- v. It could set a precedent for other properties to follow suit.

## **5. REPRESENTATIONS FROM LOCAL RESIDENTS**

5.1 Six representations received objecting to the development due to it setting a precedent for further development of apartments along this section of Marine Drive, in what is an already over congested road. Also concerns over parking including potentially additional 8 cars seeking access to and from the property, which would add to congestion and potentially endanger motorists on the A259. Also concerns about the access and rear extension causing overlooking and loss of privacy.

5.2 Following receipt of an amended parking layout plan an additional objection was received commenting that the initial reasons for objecting still stood (over-development, not in character, parking and traffic).

## **6. PLANNING CONSIDERATIONS**

6.1 The application site is approximately 15.5m wide and 45.5m deep. It is proposed convert and extend the existing single bungalow to create four x two bedroom, two storey dwellings with double dual pitch roofs with gable ends. In order to enlarge the building it will be extended to the side and rear. The height of the building will remain unchanged at approximately 7.5m high with an eaves height of approximately 5.5m.

6.2 The resultant building will measure approximately 12.0m wide and 17.5m deep. The building would be finished externally with a mixture of brick, render and Cedral cladding.

### **Impact on neighbouring properties**

6.3 The side extension to the western elevation will result in the side wall of the building being set back approximately 1.2m from the boundary with 205 Marine Drive. The distance to the eastern boundary will remain unchanged. Two windows are proposed at first floor on each of the flank elevations, however both of them serve bathrooms/WCs and will be obscure glazed. It is not considered that the proposal will result in a loss of amenity to the adjoining properties.

## Impact on the streetscene

6.4 The area immediately surrounding the property is characterised by a mix of dwelling styles, both single storey chalet-style and two storey dwellings. It is considered that the proposed building and its materials would reflect the massing and appearance of other buildings within the street and would not be detrimental to the character or appearance of the wider streetscene.

## Highway Access and Parking

6.5 Each of the dwelling units has one off-road parking space provided with one additional space. The parking allowance is considered to be adequate for the proposed dwellings. A bus stop is situated close to the site and it is considered that this results in the location being considered sustainable. Secure cycle storage is to be provided to the rear. An electric car charging point will be required by condition.

6.6 The existing access to the property is shared with the neighbouring property, No. 205 Marine Drive. It is proposed to widen the access on the 207 side to allow for greater clearance and improved visibility.

6.7 East Sussex County Council's Highways Department had no objection to the proposal. They commented that the visibility splays and increased access width were acceptable. They also comment that "A development of this size in this location would require 4 unallocated parking spaces. The parking provision meets the requirements with 5 spaces measuring 2.5m x 5m (3m x 5m where spaces abut a solid feature). Cycle parking is proposed, however, this is accessed via a set of steps. Cycle parking should be covered and secure, in a location that allows ease of use to encourage sustainable methods of transport". A condition is recommended addressing cycle parking.

6.8 The Highway Authority also considered that "suitable turning provision is available, allowing vehicles to enter, turn and exit the site in a forward gear, removing the need for vehicles to reverse onto or off of the highway".

## Sustainability and National Space Standards

6.9 An external electric car charging point will be provided by planning condition and secure cycle storage is to be provided for each flat. Enclosed spaces are provided for storage of refuse and recycling bins. Various measures are to be provided internally to save resources including dual flush cisterns and controlled flow rates for water appliances.

6.10 Each of the flats complies with the National Space Standards guidance for internal floor area

Dwelling type	Bed Spaces	National Space Standards m2	Actual floor area m2
2 x 2 bedroom	3 person	61m2	69.8m2
2 x 2 bedroom	4 person	70m2	82.13m2

## Policies

6.11 Policy CP2 (Housing Type Mix and Density) of the Lewes District Local Plan (LDLP) states that "housing developments should reflect the site context including the character of the surrounding area". Policy CP11 (Built and Historic Environment) of the LDLP states

that new developments should "respond sympathetically to the site and its local context". It is considered that the proposed design is not detrimental to the appearance and character of the streetscene and the surrounding area.

6.12 Saved policy ST3 (Design) of the LDLP states that "development should respect the overall scale, height, massing, alignment, site coverage, density, landscaping, character, rhythm and layout of neighbouring buildings and the local area more generally". It is considered that the proposal meets these requirements.

### **Summary**

6.13 The representations received have been noted. It is considered that the design of the proposed dwellings will not result in any undue loss of amenity to the surrounding properties in accordance with policy ST3 of the Local Plan. The design is considered to work within the context of the streetscene due to the massing and siting of the units fitting in with the adjoining properties and is considered to comply with policy ST3. CP2 states that proposals should "reflect the site context and character of the surrounding area" and it is considered that the massing and design of the proposed bungalows respects this requirement.

6.14 It is considered the proposal will not have a detrimental impact on the character or appearance of the streetscene, and will not impact on the residential amenities of local residents, in accordance with Policies ST3 (Design, Form and Setting of Development) of the Lewes District Local Plan and CP2 (Housing Type, Mix & Density) and CP11 (Built and Historic Environment) of the Lewes District Joint Core Strategy.

## **7. RECOMMENDATION**

It is recommended that planning permission is approved.

### **The application is subject to the following conditions:**

1. Construction work shall be restricted to the hours of 0800 to 1800 Monday to Fridays and 0830 to 1300 on Saturdays and works shall not be carried out at any time on Sundays or Bank/Statutory Holidays.

Reason: In the interest of residential amenities of the neighbours having regard to Policy ST3 of the Lewes District Local Plan.

2. All waste materials to be stored; removed from the site and disposed of in an appropriate manner to an approved site. There should be no bonfires on site.

Reason: In the interest of residential amenities of the neighbours having regard to Policy ST3 of the Lewes District Local Plan.

3. Details of the siting and design of an external electric car charging point to be provided, shall be submitted to and approved in writing by the Local Authority prior to installation. The works hereby permitted shall be carried out in accordance with the approved details before the units are occupied.

Reason: To secure a proper standard of development having regard to policy CP14 of the Lewes Joint Core Strategy and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

4. No development shall take place until details of the layout of the reconstructed access have been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the use hereby permitted shall not commence until the construction of the access has been completed in accordance with the specification set out on Form HT407 which is attached to and forms part of this permission

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.

5. The development shall not be occupied until a turning space for vehicles has been provided and constructed in accordance with the approved plans and the turning space shall thereafter be retained for that use and shall not be used for any other purpose;

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

6. The development shall not be occupied until a parking area has been provided in accordance with the approved plans or details which have been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the area shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

7. The proposed parking spaces shall measure at least 2.5m by 5m (add an extra 50cm where spaces abut walls).

Reason: To provide adequate space for the parking of vehicles and to ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

8. The development shall not be occupied until cycle parking areas have been provided in accordance with details which have been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the areas shall thereafter be retained for that use and shall not be used other than for the parking of cycles.

Reason: In order that the development site is accessible by non car modes and to meet the objectives of sustainable development

#### **INFORMATIVE(S)**

1. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission 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	15 November 2018	

Biodiversity Checklist	15 November 2018	
Proposed Roof Plan	15 November 2018	1235/07
Proposed Section(s)	15 November 2018	1235/07
Proposed Elevation(s)	15 November 2018	1235/06
Proposed Floor Plan(s)	7 January 2019	1235/05A
Existing Elevation(s)	15 November 2018	1235/04
Existing Floor Plan(s)	15 November 2018	1235/03
Proposed Layout Plan	18 January 2019	1235/02A
Proposed Elevation(s)	18 January 2019	1235/02A
Location Plan	15 November 2018	1235/01