

## Eastbourne Borough Council

### Planning Committee

7 August 2012

### Report of the Head of Planning

#### List of Planning Applications for Consideration

- 1) AUTOMATIC TELEPHONE EXCHANGE, 31 ST ANNES ROAD, EASTBOURNE**  
Erection of palisade fence enclosure within car park and rearrangement of parking spaces.  
EB/2012/0361(FP), UPPERTON Page 5  
**RECOMMEND: APPROVE CONDITIONALLY**
- 2) EASTBOURNE BELMONT, 93 PEVENSEY BAY ROAD, EASTBOURNE**  
Demolition of nursing home.  
EB/2012/0397(FP), ST. ANTHONYS Page 9  
**RECOMMEND: APPROVE CONDITIONALLY**
- 3) 346 SEASIDE, EASTBOURNE**  
Installation of new louvre and plant equipment to ground floor (Co-op).  
EB/2012/0420(FP), ST. ANTHONYS Page 13  
**RECOMMEND: APPROVE CONDITIONALLY**
- 4) HILLBROW SPORTS CENTRE, 1 DENTON ROAD, EASTBOURNE**  
Installation of a climbing wall on the south west elevation.  
EB/2012/0422(FP), MEADS Page 19  
**RECOMMEND: APPROVE CONDITIONALLY**
- 5) KILKENNY COURT, 13 APPLIEDORE CLOSE, EASTBOURNE**  
& Demolition of site EB/2012/0507(FP)
- 6) Redevelopment of site with 11 three bedroom houses together with communal parking. Amended plans EB/2012/0432(FP), LANGNEY**  
**RECOMMEND:** Page 25  
EB/2012/0507(FP) **APPROVE CONDITIONALLY**  
EB/2012/0432(FP) **APPROVE CONDITIONALLY, SUBJECT TO S106**
- 7) LONGFORD COURT, 1 BATHFORD CLOSE, EASTBOURNE**  
& Demolition of site EB/2012/0510(FP)
- 8) Redevelopment of site with 11 three bedroom houses together with communal parking. EB/2012/0433 (FP), LANGNEY** Page 37  
**RECOMMEND:**  
EB/2012/0510(FP) **APPROVE CONDITIONALLY**  
EB/2012/0433(FP) **APPROVE CONDITIONALLY, SUBJECT TO S106**

- 9) AVON COURT, 2 SORREL DRIVE, EASTBOURNE**  
**&** Demolition of site EB/2012/0508(FP)
- 10) Redevelopment of site with 17 three bedroom houses together on plot parking spaces EB/2012/0434 (FP), LANGNEY**  
**RECOMMEND:** Page 49  
EB/2012/0508(FP) **APPROVE CONDITIONALLY**  
EB/2012/0434(FP) **APPROVE CONDITIONALLY, SUBJECT TO S106**
- 11) EASTBOURNE BELMONT, 93 PEVENSEY BAY ROAD, EASTBOURNE**  
Erection of a replacement two-storey care home and a new single storey day centre.  
EB/2012/0449(FP), ST. ANTHONYS Page 59  
**RECOMMEND: APPROVE CONDITIONALLY**
- 12) KELVIN LODGE, 3 OLD WISH ROAD, EASTBOURNE**  
Retention of temporary classroom building.  
EB/2012/0469(RPP), MEADS Page 65  
**RECOMMEND: APPROVE CONDITIONALLY**

J. F. Collard  
Head of Planning

30 July 2012

## **Planning Committee**

**7 August 2012**

### **Report of the Planning Manager**

#### Background Papers

1. Town and Country Planning Act 1990
2. Planning (Listed Buildings and Conservation Areas) Act 1990
3. The Planning and Compensation Act 1991
4. The Town and Country Planning General Regulations 1992
5. The Town and Country Planning (General Permitted Development) Order 1995
6. The Town and Country Planning (General Permitted Development) Order 1995 (Amendment) (No. 2) (England) Order 2008
7. The Town and Country Planning (General Development Procedure) Order 1995
8. The Town and Country Planning (Use Classes) Order 1987 (as amended)
9. The Town and Country Planning (Control of Advertisements) Regulations 2007
10. DoE/ODPM Circulars
11. DoE/ODPM Planning Policy Guidance Notes (PPGs) and Planning Policy Statements (PPSs)
12. East Sussex and Brighton & Hove Structure Plan 1991-2011
13. Eastbourne Borough Plan 2001-2011
14. Eastbourne Townscape Guide 2004
15. East Sussex County Council Manual for Estate Roads 1995 (as amended)
16. Statutory Instruments
17. Human Rights Act 1998
18. The Planning and Compulsory Purchase Act 2004

Note: The documents listed above and the papers referred to in each application report as "background papers" are available for inspection at the offices of the Economy, Tourism and Environment Department at 68 Grove Road on Mondays, Tuesdays, Thursdays and Fridays from 9.00 a.m. to 5.00 p.m. and on Wednesdays from 9.30 a.m. to 5.00 p.m.



**Eastbourne Borough Council**

**Planning Committee**

**7 August 2012**

**Report of the Planning Manager**

**List of Planning Applications for Consideration**

**Committee Report 7 August 2012**

**Item 1**

<b>App.No.:</b> EB/2012/0361	<b>Decision Due Date:</b> 27/06/12	<b>Ward:</b> Upperton
<b>Officer:</b> Suzanne West	<b>Site visit date:</b>	<b>Type:</b> Minor
<b>Site Notice(s) Expiry date:</b> 15/06/12 <b>Neigh. Con Expiry:</b> 04/07/12 <b>Weekly list Expiry:</b> 20/06/12 <b>Press Notice(s) Expiry:</b> N/A		
<b>Over 8/13 week reason:</b> Neighbour Consultation		
<b>Location:</b> Automatic Telephone Exchange, 31 St Anne's Road		
<b>Proposal:</b> Erection of palisade fence enclosure within car park and rearrangement of parking spaces		
<b>Applicant:</b> Telereal Trillium (Mr. Karl Graham)		
<b>Recommendation:</b> Approve		

**Planning Status:**

- Archaeologically Sensitive Area

**Relevant Planning Policies:**

UHT1                      Design of New Development  
HO20                      Residential Amenity

**Site Description:**

This 1970's BT exchange and office is located on the corner of St. Anne's Road and Arundel Road, bounded by Ivy Lane to the south-west and an unclassified road to the south-east serving the rear of properties in Enys Road and vehicular access to the BT exchange.

**Relevant Planning History:**

EB/2005/0371 Provision of ten prefabricated lockers in car park.  
Approved – unconditional. 20/07/2005.

EB/2005/0256 Provision of ten prefabricated lockers in car park.  
Approved – unconditional. 31/05/2005

**Proposed development:**

Permission is sought for a palisade fence cable compound within the existing car parking area and the re-arrangement of the parking area, currently comprising with 37 car parking bays. The proposal will result in the loss of 15 car parking spaces to allow for a 7.5 tonne lorry, 2 tonne lorry and two cable drum trailers. Vehicular access to the site will remain as existing via an unclassified road off St. Anne's Road.

The palisade fence enclosure will sit within the retaining wall recess on the southern corner of the site, currently allocated for 4 parking bays, and will be protected by an Armco barrier. The enclosure will stand 3 metres in height, in line with BT 'standard specification', with a roof constructed from the same material.

The main source of vehicular traffic accessing the site will be operational transit vans and staff cars. In addition, two cabling lorries will access the site per day, including weekends if overtime is required, leaving at approximately 08:15 and returning before 16:00. A stores vehicle will also deliver to the site once a fortnight, the time and day of which may fluctuate.

The new cable compound will enable the relocation of the BT/Openreach staff at Eastbourne TEC in Moy Avenue to this site to allow the Moy Avenue site to be redeveloped.

**Consultations:**Highways:

A 7.5T lorry will be able to access and exit the site from the service road as the gates are wide enough to allow sufficient turning space. There is also enough space within the site for a lorry to access the parking space and turn around to exit the site in forward gear. No objections.

*(Email, 20/06/12)*

**Neighbour Representations:**

One letter of objection has been received following statutory notification. The objector raises concerns that the proposed compound will be significantly higher and sited closer to the lane to the rear of Enys Road than the existing palisade. As such, the development will dominate the view from the lane and result in a loss of outlook from the rear of properties in Enys Road.

## **Appraisal:**

### Visual Amenity

The new cable compound, although large, will be relatively discretely located in the southern corner of the car park and will not exceed the height of the boundary wall abutting Ivy Lane. The car park sits at a significantly lower level than adjoining streets and, as such, in addition to the boundary wall that surrounds the site, the compound will be screened in part from the public realm. Whilst it is acknowledged that the enclosure will be more visible from the rear of properties in Enys Road than the existing palisade, the proposed compound is not considered out of keeping in design, material or function with this commercial site and, by due to its position, will have no impact on the character of Upperton Conservation Area which the site borders. Whilst visual amenity concerns raised by a local resident are acknowledged, in view of the commercial use of the site, the development will have minimal, if any, affect on the outlook currently enjoyed by occupiers of properties in Enys Road that directly back onto this site.

### Impact on Residential Amenity

The main source of vehicular traffic accessing the site will be operational transit vans and staff cars with larger vehicular movements restricted to two cabling lorries, proposed to access and egress the site once per day, and a stores vehicle delivering to the site once per fortnight. In light of the evidence submitted and the vehicular movements proposed, the increased use of the exchange car park, with particular regard to the provision of larger vehicles accessing the site, is not considered to be significantly detrimental upon surrounding residential occupiers in terms of additional noise, general disturbance or congestion so as to warrant the refusal of this application.

### Access & Parking Provision

The Highways Authority has confirmed there is sufficient provision of parking on site to accommodate a 7.5T lorry with adequate turning space within the site to exit in a forward gear. The Authority raises no safety concerns.

BT anticipate the proposed parking provision to meet the future needs of the business, it is however noted that there is potential for some additional on site car parking should it be required.

### **Human Rights Implications:**

None.

**RECOMMEND:** Permission be granted subject to the following conditions:

- (1) Commencement of development
- (2) Approved plan numbers

## SUMMARY OF REASONS FOR DECISION

The proposed development is considered acceptable for the following reasons:

It would have no harmful effects on the character and appearance of the locality or the amenities of occupiers of surrounding residential properties. The proposal accords with the relevant policies of the Eastbourne Borough Plan 2001-2011.

**Appeal:** Should the applicant appeal the decision the appropriate procedure to be followed, taking into account the criteria set by the Planning Inspectorate, is considered to be **written representations.**



## Committee Report 7 August 2012

### Item 2

<b>App.No.:</b> EB/2012/0397	<b>Decision Due Date:</b> 17 July 2012	<b>Ward:</b> St Anthony's
<b>Officer:</b> Jane Sabin	<b>Site visit date:</b> 5 July 2012	<b>Type:</b> Major
<b>Site Notice(s) Expiry date:</b>	4 July 2012	
<b>Neigh. Con Expiry:</b>	5 July 2012	
<b>Weekly list Expiry:</b>	29 June 2012	
<b>Press Notice(s)-:</b>	11 July 2012	
<b>Over 8/13 week reason:</b>	Referred to Committee by Chair	
<b>Location:</b>	Eastbourne Belmont, 93 Pevensey Bay Road	
<b>Proposal:</b>	Demolition of nursing home	
<b>Applicant:</b>	C T Developments	
<b>Recommendation:</b>	Approve	

#### Planning Status:

- Classified road
- Flood zone 3
- Consultation distance of landfill site

#### Relevant Planning Policies:

UHT4	-	Visual amenity
HO20	-	Residential amenity
NE28	-	Environmental amenity

#### Site Description:

This 1960's two-storey flat-roofed building is located on the north west side of Pevensey Bay Road adjacent to the roundabout at the entrance the Sovereign Harbour Retail Park. The site is triangular in shape, and is constrained by the dual carriageway to the front, Langney Sewer to the rear, and a car showroom (Bexhill Motors) and a bungalow on the south west side.

**Relevant Planning History:**

App Ref:EB/1985/0367 Description: Change of use from motel to residential care home with ancillary facilities and medical nursing centre, together with external alterations, including the erection of a canopy.

Decision: Approved Date: 10 October 1985

App Ref:EB/1999/0479 Description: Change of use of part of nursing home to crèche/nursery.

Decision: Approved Date: 26 November 1999

**Proposed development:**

Planning permission is sought to demolish the building.

**Applicant's Points:**

None submitted, other than a fresh application will be submitted for a replacement building (registered on 13 June 2012).

**Consultations:**

Planning Policy has no objections to the proposal.  
(Memo dated 5 July 2012)

The Highway Authority has no objections to the proposal, subject to the provision of wheel washing facilities during any earthworks/excavations.  
(Memo dated 15 June 2012)

The Environment Agency has no objections to the proposal.  
(E-mail dated 26 June 2012)

**Neighbour Representations:**

One representation has been received from a resident of Tanbridge Road, concerned about the retention of the trees to the east of the site, and the type of building that may replace the existing one. (N.B. the resident has now been advised of the subsequent application EB/2012/0449 for a replacement nursing home building).  
(E-mail dated 15 June 2012)

**Appraisal:**

The existing building is typical of its time, and is of no architectural merit. It has been vacant since March 2007, and is in need of renovation.

As it is located at the end of the ribbon of development on this side of Pevensy Bay Road, there would not be a gap in the streetscene as a result of the demolition. There is a substantial brick wall screening the site from Pevensy Bay Road, and it is considered that this should remain, since it will be needed to provide a buffer for the proposed new building on the site. Similarly the open waterway (Langney Sewer) and the trees adjacent to the site will require protection measures during demolition and construction works; residential amenity should also be safeguarded.

**Human Rights Implications:**

There would be no adverse impact on residential amenity as a result of the loss of the building.

**Conclusion:**

The proposed development would not have any adverse impact on visual or residential amenity.

**Recommendation:**

**GRANT** subject to conditions

**Conditions:**

- (1) Commencement within three years
- (2) Hours of work
- (3) No works until protective fencing erected around trees and watercourse
- (4) No works until details of site welfare facilities submitted and approved
- (5) Provision of wheel washing facilities

Informatives:

SUMMARY OF REASONS FOR DECISION

The proposed development is considered acceptable for the following reason: There would be no adverse impact on visual or residential amenity, and it therefore complies with the relevant policies in the Eastbourne Borough Plan 2001-2011.

**Appeal:** Should the applicant appeal the decision the appropriate procedure to be followed, taking into account the criteria set by the Planning Inspectorate, is considered to be **written representations.**



## Committee Report 7 August 2012

### Item 3

<b>App.No:</b> EB/2012/0420	<b>Decision Due Date:</b> 2 August 2012	<b>Ward:</b> St. Anthony's/Devonshire
<b>Officer:</b> Lisa Rawlinson	<b>Site visit date:</b> Numerous	<b>Type:</b> Minor
<b>Site Notice(s) Expiry date:</b> 11 July 2012		
<b>Neigh. Con Expiry:</b> 12 July 2012		
<b>Weekly list Expiry:</b> 11 July 2012		
<b>Press Notice(s):</b> N/A		
<b>Over 8/13 week reason:</b> N/A		
<b>Location:</b> 346 Seaside		
<b>Proposal:</b> Installation of new louvre and plant equipment to ground floor (Co-op)		
<b>Applicant:</b> Southern Co-operative		
<b>Recommendation:</b> Approve subject to conditions		

#### Planning Status:

- Flood Zone 3
- Adjacent to Local Shopping Centre

#### Relevant Planning Policies:

UHT1 – Design of New Development  
 UHT5 – Visual Amenity  
 HO20 – Residential Amenity

#### Site Description:

The application site is the former Castle Public House which is currently being redeveloped as a new Co-op retail shop with 8No. two bedroom and 1No. one bedroom apartments on three upper floors.

## Relevant Planning History:

App Ref: EB/2011/0276 Description: Erection of four storey building comprising a retail shop (Class A1) on the ground floor and nine flats (8No. two bedroom and 1No. one bedroom) on the upper floors, together with associated car parking and cycle stores and access from Churchdale Road

Decision: Approved subject to conditions and a signed unilateral undertaking to secure transport contributions Date: 28 September 2011

App Ref: EB/2012/0182(ADV) Description: Display of 3 internally illuminated fascia panels, 2 internally illuminated projecting signs and 5 fixed frames

Decision: Approved Date: 18 April 2012

## Proposed development:

Southern Co-operative proposes to install one new refrigeration condenser unit and two new air conditioning units at the rear of the new Co-op building (facing Churchdale Road). The refrigeration condenser is to be sited within the building and will have an integrated louvre positioned within an opening on the north elevation of the building to maintain airflow.

The air conditioning units will also be installed internally within a separate plant room along the northern façade of the building. Airflow will be maintained to the plant room by a louvred door and louvred opening on opposite sides of the room.

The colour of the proposed louvres will be goosewing grey.

The proposed refrigeration condenser will operate 24 hours a day. However the unit will run at a reduced setting during the night (between 23:00 and 07:00 hours) when there will be a reduced demand on the system. The air conditioning units will operate only during the daytime period when the store is open.

## Applicant's Points:

*'The area surrounding the site is commercial and residential in nature. The nearest noise sensitive receptors will be new residential flats located directly above the proposed store at first, second and third storey level.*

*The nearest proposed residential properties at first floor level (R1) will have a line of sight to the air conditioning plant room louvre at a distance of approximately 3 metres; however there will be no line of sight to the air conditioning plant room louvred door (to be located on the other side of the plant room) or the refrigeration condenser louvre due to the screening provided by the proposed building envelope. This receptor location is anticipated to be the most affected by noise from the proposed plant.*

*There is also two storey terraced housing fronting onto Churchdale Road, approximately 18 metres north of the proposed plant location. However these properties will be fully screened from the proposed plant louvres.*

*Measurements of the existing background noise level were taken between 22:00 and 23:00 hours on Monday 16<sup>th</sup> April and between 01:00 and 02:00 hours on Tuesday 17<sup>th</sup> April.*

*The weather during the survey period was clear with a gentle breeze and occasional gusts.*

*The measurement position was located to the north of the store along Churchdale Road, approximately 34 metres from the junction with Seaside. This location is considered to be representative of the noise climate at the facades of the nearest existing/proposed residential properties to the proposed plant.*

*The noise climate was dominated by road traffic along Seaside and Churchdale Road. There was also noise from occasional aircraft flyovers.'*

*The measurements 'demonstrated that noise from the proposed air conditioning units will have the greatest contribution to cumulative plant noise levels at receptor R1. In order to ensure that cumulative plant noise levels should not exceed the design criterion during the daytime period, noise emanating from the air conditioning plant room louvre will need to be reduced by at least 6dB (i.e. noise from the air conditioning plant room should not exceed 30dB Laeq at receptor R1).*

*The louvred opening to the air conditioning plant room will require acoustic treatment to provide an overall noise reduction of at least 6dB. This could be achieved by installing an acoustic louvre or attenuator within the opening. Full consideration should also be given to the air flow requirements of the air conditioning units to ensure sufficient air flow can be maintained through the opening with the selected attenuation product in place.*

*No mitigation measures will be required to treat the refrigerator condenser louvre or the louvred door to the air conditioning plant room. Providing the air conditioning plant room opening is suitably treated, the Council's noise emissions criterion should be achievable.'*

**Consultations:**

The Council's Environmental Health Officer has no objections to the proposed development subject to the following condition being attached to any grant of planning permission:

*'Noise from the plant equipment shall have a noise rating level determined in accordance with BS 4142 (1997) of at least 10dB(A) below the background noise level (LA90) during any period of operation. Confirmation that this is achieved shall be provided to the Development Manager by a suitably qualified acoustic consultant.'*

**Neighbour Representations:** None received.

**Appraisal:**

The main issues to consider in the determination of this application are the impacts on the visual amenities of the locality and the impact on the amenities of occupiers of existing and proposed nearby residential properties.

**Impact on visual amenity**

The proposed louvres represent minor features on the side elevation of the new Co-op building and the proposed colour of goosewing grey will ensure the features are in keeping with the palette of materials used in the rest of the building.

The proposed plant and equipment will therefore have no detrimental impact on the visual amenities of the locality.

**Impact on residential amenity**

The Environmental Noise Survey and Plant Noise Impact Assessment that accompanies the planning application confirms that no mitigation measures will be required to treat the refrigerator condenser louvre or the louvred door to the air conditioning plant room. Furthermore, providing the air conditioning plant room opening is suitably treated, (which can be controlled by condition) the Council's noise emissions should be achievable.

In addition, subject to the condition recommended by the Council's Environmental Health Officer and further conditions to restrict the hours of operation of the equipment, it is considered that the proposed development is acceptable and will have no harmful impacts on residential development.

**Human Rights Implications:**

Subject to conditions being attached to any grant of permission to minimise the noise emissions associated with the proposed plant and equipment, the proposed development would not affect the rights of occupiers of surrounding residential properties to the peaceful enjoyment of possessions and protection of property.

**Conclusion:**

The proposed plant and equipment by reason of its siting and appearance will have no detrimental impact on the visual amenities of the locality or the amenities of occupiers of existing and proposed residential properties. The proposal therefore accords with Policies UHT1, UHT4 and HO20 of the Eastbourne Borough Plan 2001-2011.



**Recommendation:**

**GRANT** planning permission subject to the following conditions:

- (1) Commencement of development
- (2) Approved plan
- (3) Restriction of Noise from the plant equipment
- (4) Reduction of setting of condenser unit to certain hours
- (5) Operating hours of air con units
- (6) Details of the acoustic treatment to the air conditioning plant room
- (7) Control of noise air conditioning plant room
- (8) Details of the air flow requirements of the air conditioning units.

SUMMARY OF REASONS FOR DECISION

The proposed development is considered acceptable for the following reasons:

The proposed development will have no detrimental impact on the visual amenities of the locality or the amenities of the occupiers of surrounding residential properties and therefore complies with the relevant policies of the Eastbourne Borough Plan 2001-2011.

**Appeal:** Should the applicant appeal the decision the appropriate procedure to be followed, taking into account the criteria set by the Planning Inspectorate, is considered to be **written representations.**



## Committee Report 7 August 2012

### Item 4

<b>App.No.:</b> EB/2012/0422	<b>Decision Due Date:</b> 21 July 2012	<b>Ward:</b> Meads
<b>Officer:</b> Jane Sabin	<b>Site visit date:</b> 13 July 2012	<b>Type:</b> Minor
<b>Site Notice(s) Expiry date:</b> 13 July 2012 <b>Neigh. Con Expiry:</b> 13 July 2012 <b>Weekly list Expiry:</b> 19 July 2012 <b>Press Notice(s)-:</b> 1 August 2012		
<b>Over 8/13 week reason:</b> Number of objections/request to speak		
<b>Location:</b> Hillbrow Sports Centre, 1 Denton Road		
<b>Proposal:</b> Installation of a climbing wall on the south west elevation.		
<b>Applicant:</b> University of Brighton		
<b>Recommendation:</b> Approve		

#### **Planning Status:**

- Meads Conservation Area

#### **Relevant Planning Policies:**

UHT1	-	Design of development
UHT4	-	Visual amenity
UHT15	-	Protection of conservation areas
HO20	-	Residential amenity

#### **Site Description:**

Hillbrow occupies a large site on the corner of Denton Road and Gaudick Road and extends deeply into both roads. The original building was constructed as a physical education facility for ladies, but has been much extended throughout its long history as Chelsea College and, finally, incorporated into the University of Brighton.

The current application relates to the modern sports hall located off Denton Road, immediately adjacent to the all weather pitch.

**Relevant Planning History:**

App Ref:EB/1998/0344 Description: New gymnasium and artificial training pitch linked to existing building by new reception area.

Decision: Approved Date: 10 September 1998

**Proposed development:**

Permission is sought to install an outdoor climbing wall on the south west elevation of the sports hall, facing the all weather pitch. The wall would measure 16.3m in width, 1.5m in depth and 6m in height, and would be constructed from timber painted in grey, with an angular surface. It would be attached to the flank wall of the building, underneath the deep canopy that runs along the full length of this elevation. The existing chainlink fence (3.1m in height) would be extended up to the full height of the canopy by fabric netting to enclose the area. No additional lighting is proposed; the existing security lighting around the building would be utilised.

**Applicant's Points:**

- The wall will be installed in an under-utilised covered space on the side of the building
- The facility will enhance existing academic provision and students following outdoor education modules will use the facility to enhance their own climbing development and teaching ability; they will gain basic climbing qualifications within their academic modules, and will teach children's' groups as part of their academic development
- Recreation climbing will also be offered to students and community members of the facility
- The wall will be hired out to children's groups such as schools/scout groups, summer activity camps, as well as children's parties
- The wall will be 19m long and 6.4m high, constructed of plywood or similar, painted grey and weatherproof; it will provide a variety of angles with both flat and curved climbing surfaces which will provide the widest range of climbing experiences, such as slab, vertical, overhanging, roof and chimney climbing
- The wall will include an integrated staircase to allow access to the belay/abseil platform and a storage cupboard for climbing equipment

**Consultations:**

The Conservation Officer notes that the climbing wall will be attached to an existing building with minimal alterations, and overall considers the proposal acceptable from the conservation area point of view.

(Memo dated 16 July 2012)

At their meeting on 17 July 2012, the Conservation Area Advisory Committee raised no objections to the proposal.

The Highway Authority has not made any written comments, but has stated verbally that there are no concerns in respect of any noticeable increase in traffic or parking as a result of the development.

### **Neighbour Representations:**

At the time of writing this report 19 objections have been received mostly from local residents and the Meads Community Association. The objections are summarised thus:

- Strongly oppose the construction of a huge climbing wall
- It will be a hideous eyesore, totally unsuitable for a conservation area; will make an already unsightly building even worse; it would neither protect nor enhance the conservation area – totally out of keeping
- Cannot believe that EBC is entertaining the application, and has given the green light to its submission; can only think there is an ulterior motive behind it – floodlighting?
- The university has indicated that it has already been given the go-ahead, which raises concerns that there has been a totally unethical planning procedure as residents have not been given the right to reply and complain. It is noted that few notifications were sent out; what is the point of planning if residents concerns are not taken on board?
- It will increase the already serious, chaotic traffic congestion, and the unacceptable amount of parking in Denton Road (on one side during the day, but both sides in the evening, and often illegal), reaching farther along the road and continuing to block driveways
- It will increase the already unacceptably high levels of noise, which is very intrusive; residents already have to put up with raucous noise from footballers most days and at weekends, including shouting and bad language
- It will increase the horrible litter generated by the centre
- The sports hall was intended for students but has become a vast money making exercise
- It will affect property values and make properties difficult to sell
- There is already an indoor climbing wall; if the indoor wall is not being used, then this proposal should replace it indoors
- The University has encroached into a residential area over the years, and the disturbance to the local community has been immense
- There has been damage to the property adjacent to the football pitch;- broken windows, roof tiles, a damaged chimney and a damaged car – all caused by footballs going over the netting
- Each additional activity at the centre leads to a further deterioration in the local environment by reason of noise traffic and nuisance
- The planning application states that the wall will be used between 7.30am and 10pm on weekdays. It is unreasonable to expect residents to tolerate the noise from a climbing wall (and associated car parking etc) both early in the morning and late at night. The sports centre's outdoor facilities cannot be used after dusk because of lighting yet this proposal intends to make use of existing fluorescent lighting during anti-social hours.
- This is a sports centre yet this application sees a move to a more outdoor, activity-related area of provision and this is totally unsuitable for a residential area.
- It has always been recognised that the building, the activities and the site are totally unsuited to the neighbourhood and detrimental to the Conservation Area and local amenity

- The university will inevitably continue to offer an increasingly comprehensive curriculum; they will seek to do this by further development of the site to support more students and activities (Letters and e-mails dated 22 June – 12 July 2012)

**Appraisal:**

The main issues to take into account in determining this application are the impacts of the proposal on the character and appearance of the conservation area, and the amenities of nearby residents.

The sports hall is a very large, modern structure and the proposed climbing wall would be approximately one third of the length of the flank of the building, but located under the very deep curved canopy which overhangs this elevation. As it would be painted grey, it would not stand out as a strident feature from the shadow of the canopy, but would be seen principally recessed beneath it. As such it would appear as a relatively modest addition in a discreet position on a building of considerable scale. In this respect, I concur with the views of the Conservation Officer and the Conservation Area Advisory Group that no objection could be made to the impact on the character and appearance of the conservation area.

In terms of residential amenity, the principle objections relate to noise and disturbance, in addition to an increase in the numbers of people and cars visiting the facility. Many objectors raise concerns about existing unacceptable noise levels from the general comings and goings of students, and the all weather pitch in particular (in association with football). Whilst an additional outside facility would result in the potential for additional noise, it is considered unlikely that an activity such as that now proposed, which is generally slow and requires a degree of concentration, would generate a significant amount of noise akin to a football match. There may also be spectators on occasions, especially if groups or childrens' parties are involved, but again, it is considered that noise generated in such a small, restricted area is unlikely to be significant.

Turning to parking, residents concerns relate to an increase in parking generated by the use of the climbing wall. Residents point out that on street parking has reached saturation point, although others state that they fear on street parking will reach to the other end of Denton Road. It is considered that there is unlikely to be an increase in parking to any significant degree during the daytime, as its use would form part of the curriculum. How it may affect parking during the times when the sports facilities are open to the public is more difficult to assess, however it is considered that this particular use would have a more limited appeal than other activities, such as the gym, the swimming pool or the all weather pitch, that is to say it is unlikely to have habitual users in the same way as swimming or football. Taking the above into consideration and the lack of any objection from the Highway Authority, it is considered that an objection on traffic congestion and increase in on-street parking could not be sustained.

Objectors also identify concerns that the current proposal represents an incremental approach to the expansion of the facilities offered by the University, which would have a cumulative and detrimental impact on residential amenity. The sports hall has undoubtedly had an impact on the surrounding area since its establishment some years ago, however each case must be judged on its merits, and it is considered that the current proposal would be unlikely add significantly to activity on this large site, or to have such an adverse impact that a refusal could be sustained. Floodlighting has also been identified as a possible further development. This would require a separate planning permission, and would be assessed on its impact on residential amenity. The hours of use have also been identified as an area of concern, however there are no such restrictions on the site, and therefore a condition to control the hours the wall could be used would be unreasonable.

**Human Rights Implications:**

It is considered that the impact of the proposal would not exacerbate the impact of the sports centre on nearby residents.

**Conclusion:**

It is considered that the proposed development would not have an adverse impact on the character and appearance of the building or the wider conservation area, nor on the amenities of nearby residents.

**Recommendation:**

**GRANT** subject to conditions

**Conditions:**

- (1) Commencement within three years
- (2) Compliance with approved plans
- (3) Submission of colour samples of wall & netting
- (4) No additional lighting or alteration of existing lighting

Informatives:

SUMMARY OF REASONS FOR DECISION

The proposed development is considered acceptable for the following reason; It would not have an adverse impact on the character and appearance of the building or the wider conservation area, nor on the amenities of nearby residents, and it therefore complies with the relevant policies in the Eastbourne Borough Plan 2001-2011.

**Appeal:** Should the applicant appeal the decision the appropriate procedure to be followed, taking into account the criteria set by the Planning Inspectorate, is considered to be **written representations.**





## Committee Report 7th August 2012

### Items 5 & 6

<b>App.No.:</b> EB/2012/0507 (demolition) & EB/2012/0432 (full application)	<b>Decision Due Date:</b> 08.09.12	<b>Ward:</b> Langney
<b>Officer:</b> Katherine Quint	<b>Site visit date:</b> Several – July 2012 Councillor site visit - 13.07.12	<b>Type:</b> Minor
<b>Site Notice(s) Expiry date:</b>	17.07.12	
<b>Neigh. Con Expiry:</b>	15.07.12	(Revised: 06.08.12)
<b>Weekly list Expiry:</b>	19.07.12	
<b>Press Notice(s)-:</b>	25.07.12	
<b>Over 8/13 week reason:</b>	Within date	
<b>Location:</b>	Kilkenny Court, 13 Appledore Close	
<b>Proposal:</b>	Demolition and redevelopment of site with 11 three bedroom houses together with communal parking	
<b>Applicant:</b>	Amicus Horizon – Jenny Aluska	(Full application) (Demolition)
<b>Recommendation:</b>	Approve, subject to conditions	

#### Planning Status:

- Predominantly residential area
- Land owned by EBC

#### Relevant Planning Policies:

National Planning Policy Framework (April 2012):

With the adoption of the NPPF, greater weight should be given to sustainable developments, having regard to the environmental, economic and social impact of the proposal. Where a proposal is acceptable in principle, every effort should be made to work up a scheme that addresses any outstanding planning issues, and that addresses the longterm needs of a place, as identified in the Local Plan / Core Strategy.

The following policies are relevant to the application at Appledore Close:

- 6. Delivering a wide choice of high quality homes:  
Para 49 - Housing applications should be considered in the context of the presumption in favour of sustainable development.

- 7. Requiring good design:  
Para 58 - Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks'

Eastbourne Plan: Core Strategy Policies:

- B1 - Spatial Development Strategy and Distribution
- B2 - Sustainable Neighbourhoods
- C8 - Langney Neighbourhood Policy
- D1 - Sustainable Development
- D5 - Housing

Eastbourne Borough Plan Policies 2001-2011 (Saved policies, 2007):

- UHT1 - Design of new development
- UHT2 - Height of buildings
- UHT4 - Visual amenity
- UHT7 - Landscaping
- HO1 - Residential development within existing built-up area
- HO2 - Predominantly residential areas
- HO4 - Housing allocations
- HO7 - Redevelopment
- H013 - Affordable Housing
- HO20 - Residential amenity
- TR11 - Car Parking
- US4 - Flood protection and surface Water Disposal

**Site Description:**

Kilkenny Court is a 2-storey, flat roofed, H-shaped block located on a plot covering 0.26has and bounded by Appledore Close to the south and Faversham Service Road 3 to the north. A terrace of six 2-storey houses runs along the west of the site, separated by a public footpath, a 10.15m grassed strip and one mature tree.

The application site is located on higher ground which slopes from the northwest corner down towards the southeast, until it reaches the boundary with Langney Rise, at which point there is a significant drop. This difference in level is separated by a row of trees and shrubs, forming screening from the main road.

**Summary Information:**

The application site is a residential court development of 25 bed-sitting units with shared facilities, 2 flats and a guest room. The application would provide redevelopment to create 11 three-bedroom houses, providing a net gain in 8 residential units as identified below:

Existing Development	Proposal	Net Gain
1 x 2-bed flat (self contained) 1 x 1-bed flat 1x guest room 25 bed-sit units (with kitchen area, wc and basin) – shared facilities	11 x 3 bed houses	

<b>Total = 3 residential planning units</b>	<b>Total = 11 residential planning units</b>	<b>Total = + 8 dwellings</b>
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Site Area:	0.26 has
No. Existing social housing units:	28 flats / bedsits / rooms = 3 residential units
No. Proposed social housing units:	11 family houses = 11 units
Net gain / loss of residential units:	+ 8 net residential units
Description of unit:	2-storey, 3-bedroom terraced houses
Previous land use:	Residential, sheltered scheme
Existing parking arrangements:	No parking directly on-site. Bay parking (2 areas), plus on-street parking shared with residents on Appledore Close, Faversham Service Rd and Faversham Hill
Additional parking spaces:	4 additional spaces incorporated on-site

There are two separate bay parking areas adjacent to the application site; one located on Appledore Close and the other on Faversham Service Road 3 (outside the application boundary). There are no parking restrictions on the immediate surrounding streets and as such there is the potential for on-street parking shared with residents on Appledore Close, Faversham Service Rd and Faversham Hill.

**Relevant Planning History:** None

**Proposed development:**

There are two applications to be considered and determined here:-

1. EB/2012/0507 (demolition) and 2. EB/2012/0432 (full application):

1. EB/2012/0507 (demolition)

This application has been submitted by Eastbourne Borough Council (Housing Department) and proposes the entire demolition of the existing buildings at the site with all the demolition material that is not retained at the site will be recycled into existing waste streams.

The application for demolition has been submitted by EBC as there is a legal/contractual requirement that EBC has to be the lead organisation and in control of the demolition process so that they can offer a clear vacant site to Amicus Horizon a Registered Social Landlord who will be responsible for the deliver of the new development as reported below.

2. EB/2012/0432 The planning application proposes the construction of 11 x 3 bedroom two-storey family houses for affordable rent. It would result in a net gain of 8 residential dwellings on the site.

Each of the units would provide kitchen/diner WC and Lounge on the ground floor and 3 bedrooms and family bathroom at the first floor.

There is no accommodation within the roofspace. Each of the units would be 108.5m<sup>2</sup> in area, with a footprint of 53m<sup>2</sup>.

The external appearance of the proposed units have a similar architectural style and material drawn from a very simple palette of materials. The ground floor is to be formed from facing brick, with a cement faux timber cladding on the first floor. Each of the units is to have a projecting gable at first floor level which is to be rendered. Bin enclosures and defensible space is to be provided at the front of each of the buildings. Each unit is to have a pitched and tiled roof over.

The existing H-shaped building is cut into the topography - remedial work is proposed on-site to restore the site to its original contours to match the existing ground level of the adjacent existing building.

The scheme proposes dwelling that conform to lifetime homes requirement and are intended to comply with Code for Sustainable Homes Level 3 and as such all properties would be built with high thermal insulation values and all have level threshold access, all have secure bin/recycling enclosure, bike stores and accessible private rear gardens with a general depth of 10m across the development.

In terms of car parking, the two pairs of semi-detached units adjacent to Appledore would use the four spaces provided within the application site and the terrace of 7 units would use the existing car parking court in Faversham Road.

Since the application was originally submitted, revised drawings have been received. These propose a greater distance between the front elevations of Appledore Close (1 and 3), and the proposed two dwellings on the south-west corner has been increased from 10.9m to 12m. The front gardens of the properties are 5.1m and 4.1 respectively. The length of the gardens of the two proposed dwellings reduces from 11.1m to 10m in depth.

**Applicant's Points:** N/A

**Consultations:**

- Representation was sought from: the Cleansing Contracts Team, Trees Team, Environmental Health, Strategic Housing, Highways, Planning Policy and the Environment Agency. The following representations were received:

**Strategic Housing**

Response to demolition / full application (06.06.12):

The Housing Department recently carried out a review of all its older people's housing. It was decided that not all of the schemes in Langney should be retained as older people's housing as there was an over supply of this type of housing in Langney.

Providing non self-contained bedsit accommodation with shared bathrooms for older people falls far short of the quality of housing that the council should offer local people and these bedsit units were difficult to let.

The Housing Department has also worked with ESCC to provide 62 units of extra care housing for older people in the Langney area and this scheme which opened early in 2012, accommodated some tenants from the council's housing stock in Langney.

We are working in partnership with Amicus Horizon to provide much needed larger family homes on the site of Kilkenny court, which is identified as a priority in the Council's Strategic Housing Market Assessment. The SHMA (2009) demonstrates that Eastbourne requires 370 new units of affordable housing each year in order to meet the existing and predicted need to 2011. In the last 5 years we have only been able to deliver an average of 58 affordable homes per year due to constraints of land supply and public subsidy.

Whilst we have an overwhelming demand for all types of affordable homes there is an acute shortage of affordable larger family homes in Eastbourne with consequential waiting times often extending to more than 10 years. This planning application, if approved, will assist those in need of affordable rented accommodation to be housed adequately.

**Rent levels:**

The proposal accords with the new government Affordable Rent policy, which is set at a maximum of 80% of market rent for the area, including the service charge. Due consideration has been taken to ensure rent levels plus service charge do not exceed the Local Housing Allowance (LHA), which is currently £784.98 per calendar month. The Housing Association will seek an updated valuation when the properties are ready to let - any adjustment to the rent level will be made using the methodology below (based on current values and rental value) and is unlikely to change significantly from the current assumptions.

Current Value (value of property in open market terms)	Rental Value 100% (Market value)	Affordable Rent 80% of market rents = £620 per calendar month minus the estimated service charge (£20) per calendar month
£155,000	£775	£600

I confirm that these applications have the full support of Eastbourne Borough Council's Housing Services.

**Highways:**

Response to demolition (08.05.12)

Any consent for demolition should include a condition relating to wheel washing equipment available for excavation / earthworks vehicles, and an informative relating to site hoarding and obtaining consent from Highways prior to commencement.

Response to full application (13.07.12)

The existing site does not provide any off street parking, whereas the proposal would provide 4 spaces.

The site is reasonably close to Langney Shopping Centre as well as a well served bus route, which links the site to large areas of Eastbourne, including the town centre and Sovereign Harbour.

In accordance with the ESCC Parking Standards the new development should provide 2 spaces per dwelling plus 1 space per 3 dwellings for visitors. This equates to 26 spaces, which can then be reduced by up to 25% in accordance with the standards as it is within Zone 4. This reduces the parking provision to 20 spaces.

The proposal obviously provides fewer spaces than the recommendation of the parking standards. However, the existing site provides no parking and should provide 30 spaces. This is based on 1 space per flat/bedsit plus 1 space per 3 dwellings for visitors, which has then been reduced by 25%.

Although not in accordance with the standards the proposal is obviously an improvement in parking terms over the existing situation. There are also laybays adjacent to site which provides a number of on street spaces very close to the site.

Adequate cycle parking is also proposed on site.

As the proposed use has a lower parking requirement than the existing, the traffic generation is likely to be very similar or lower and therefore there will be little or no impact in the highway network in terms of traffic movements.

On this basis, the Highway Authority does not wish to restrict grant of consent subject to the following conditions: Details of access to the scheme, and access during construction to be submitted and approved; and additional parking spaces and cycle storage to be implemented prior to occupation.

### **Planning Policy**

Response to demolition / full application (13.07.12):

The principle of residential development on the site has been confirmed by inclusion of the development in the Council's 5 Year Housing Land Supply. The Council relies on identified sites coming forward as part of its emerging spatial development strategy and in order to meet its local housing targets.

The site benefits from being located in one of the most sustainable neighbourhoods of the Borough (Policy B2 of the Core Strategy). Opportunities to create a better choice of housing should be provided in the local area, whilst respecting and protecting the residential and environmental amenity of existing and future residents. The development would support the Langney Neighbourhood Policy (Policy C8) of the Core Strategy through the 'redevelopment of redundant retirement courts for affordable housing', and would support the neighbourhood vision by 'making a significant contribution to the delivery of additional housing in a sustainable location.'

The development is supported in Borough Plan policy HO7 'Redevelopment', subject to there being no adverse impact on amenity or road safety and ensuring that development is well designed and provides adequate parking facilities. The proposal would result in 11 three-bedroom terraced houses being provided.

The Strategic Housing Market Assessment provides evidence that a range of dwelling sizes are needed to meet local demand, seeking opportunities to deliver larger family housing where practical to do so.

The development proposes a satisfactory level of parking provision (Policy TR11 of the Borough Plan) for the local area in line with the Council's maximum parking standards contained in the 'Parking at Development' Supplementary Planning Document.

The development is located in the Willingdon Levels Flood Storage Catchment Area (Policy US4 of the Borough Plan) and therefore the application will be required to make a financial contribution of £2,422 based on the loss of permeable area on the site.

In summary, Planning Policy support the application as an important affordable housing development for the town and the Langney neighbourhood. We consider the application to provide sustainable development in line with the National Planning Policy Framework.

**Trees team:**

Response to demolition (06.06.12)

Given there are trees on site suitable for retention if the land is redeveloped, Tree protection measures, as indicated in the supplied Arboricultural report should be erected prior to any demolition work commencing.

Response to full application (24.07.12):

The trees on this site contribute significantly to the surrounding landscape. Retention of trees from the eastern boundary will aid the landscape integration of the site.

Although a number of small trees have been recommended for removal (if they pose a constraint to development), their loss should not be detrimental to wider landscape or have an adverse impact on local visual amenity. Their loss could be mitigated by replanting with suitable species in an appropriate location during the soft landscaping phase of construction. If this is carried out, consideration should be given to their location to avoid conflict with the proposed building and associated services.

The scheme has been designed around the constraints posed by the trees, and replacement planting has been considered. The tree screen adjacent to the Highway is retained, which is an important feature of the local landscaping and beneficial for future residents, if the scheme is approved.

There is a mature Maple in the open space and the proposed property is outside the required Root Protection Area ensuring the tree can be adequately protected and retained. Given the species of tree, with a dense crown with large leaves it will dominate aspects of the proposed properties and will require regular cyclic pruning. This is already occurring to manage its juxtaposition with the existing properties.

The proposed landscaping and tree planting is suitable for the site.

**Environmental Health:**

Response to demolition (08.05.12) / Response to full application (23.07.12)  
No issues to raise

**Neighbour Representations:**

- Consultation was carried out on the demolition application and full application by letter to 77 neighbouring properties, covering Shakespeare Walk, Hever Close, Faversham Road, Appledore Close and Kilkenny Court.
- 2 site notices were displayed nearby; on Appledore Close and Hever Close.
- 5 objections were received primarily raising concerns about lack of parking, and the distance between Appledore terrace and the two new dwellings on the south-west of the site.

## Parking and infrastructure:

- There seems to be little or no provision for the extra parking that will be required to accommodate the extra cars etc that will be generated. Currently there are enough spaces for the cars needing to park in this area (including residents who live on the brow of Faversham Hill) but with another 11 houses it will become a problem.

## Privacy and loss of light:

- Two of the proposed houses are only approx 9 feet from the front gate of No's 1 & 3 Appledore Close, thereby encroaching on a designated communal grassed area - not to mention the impact that it will have on the other houses in this terrace.
- Because of the proximity of the two dwellings it may also cause a loss of light to rooms.
- All the houses in Appledore terrace will suffer loss of light and also be overshadowed not only by the 2 new houses but also from the new houses in front of them, as I understand the proposed houses will have pitched roofs higher than the present building.

## Loss of open space:

- These two dwellings will also be built on land that's existing use is a communal landscaped area.

The following other concerns were raised, but are not key planning concerns in determining the planning application:

- Restricted view
- Effect on property prices as the proposed houses will be rented council properties

**Appraisal:**

EB/2012/0507 (demolition)

- **Demolition:**  
The existing accommodation falls short of a quality standard of accommodation, and in being predominately studio flats with shared facilities, does not respond directly to the significant housing need in Eastbourne for family homes.



On the basis that the application for demolition is accompanied by a full planning application that supports the principle of affordable units on site and of a higher standard of family accommodation, demolition of the existing block is considered acceptable in principle and hence officers are recommending this for approval.

EB/2012/0432 (full application)

- **Policy changes:**

In light of the National Planning Policy Framework and the emerging Core strategy, and in response to the Strategic Housing Market Assessment, the proposal supports the delivery of improved, family accommodation, and is a step towards addressing the housing need in Eastbourne. The development maximises the residential potential of the site (as identified in the Council's 5 Year Housing Land Supply) at a density that does not impact detrimentally on other occupants. The proposal is acceptable in principle, in line with a presumption in favour of sustainable development, and is supported by consultation responses from internal and external representatives. The specific planning considerations to be appraised, in relation to the impact on the site and surrounding area of 11 family units, are detailed below.

- **Revised plans**

In order to address concerns raised during the consultation period, revised drawings were submitted:-

The distance between the front elevations of Appledore Close (1 and 3) and the proposed two dwellings on the south-west corner has been increased from 10.9m to 12m. The front gardens of the properties are 5.1m and 4.1 respectively. The length of the gardens of the two proposed dwellings reduces from 11.1m to 10m in depth.

- **Parking:**

In response to local concerns regarding parking, a number of site visits were carried out to specifically focus on this aspect. Parking spaces (parking bays, street parking and turning areas design to accommodate parking) were photographed and counted on 4 occasions within the past month: 6.30am, 7.30am, 3pm and 7.30pm.

On each occasion 50% of available space was vacant (notwithstanding a large proportion of on-street opportunity for parking), which equated to 17 spaces.

As outlined by Highways the existing court is required to meet the parking requirements for 30 households (25 spaces), and even taking into account the increase in household size, the reduction to 11 units is significant. The addition of 4 parking spaces on the site, along with the information gained on recent parking counts, is considered appropriate for the size of the development and the number of households on the site.

- **Design and appearance:**

The proposed 2-storey pitched-roof dwellings reflect the form and terraced arrangement of neighbouring properties.

The design benefits from being a simple, modern design that harmonises well with the surrounding properties, while using features such as the flat-roofed or pitched-roofed front porch and cladding to create an overall identity for the new development.

The uniformity of the development would be broken by the use of different coloured entrance doors, this would give a degree of individuality and therefore ownership of the building, this is considered important given the short and long term maintenance of the buildings.

- **Scale and layout of development**

The site of 0.26 has is considered to be of a size that can adequately support 11 units, while retaining adequate front and rear garden space for each property. The layout of terrace dwellings houses, two storey in height would reflect those existing properties in the immediate and wider surrounding area and as such are considered to be in character with the predominant pattern of development in the area.

- **Affordable Housing:**

The proposal for 11 x 3-bed units is supported by the Strategic Housing Market Assessment (2009), which identifies an acute shortage of larger, family-sized accommodation. The loss of 25 sheltered, bed-sits and 2 flats (equating to 3 residential units in planning terms) is considered justified by virtue of the increased standard of accommodation being provided in its place. The development is supported by the Strategic Housing Team, and the proposal has been drawn up in partnership with a Housing association to ensure a long-term strategy is in place for delivery and management of the development.

- **Trees and landscaping:**

The site benefits from a run of trees and bushes to the north-east, and a mature maple tree to the west of the site. The scheme has been designed around the constraints posed by the trees, and replacement planting has been considered.

The proposed property is outside the required Root Protection Area ensuring the maple tree can be adequately protected and retained. In accordance with advice from the Trees Team, the continuation of cyclic pruning is recommended to manage its juxtaposition with the existing properties.

The tree screen adjacent to the Highway is retained, which is an important feature of the local landscaping and beneficial for future residents.

- **Light**

For the majority of the day, shadow from the proposed development will move across the site itself in the direction of Langney Rise and Faversham Service Road, having no impact on the neighbouring properties within Appledore Close.

- **Flood Attenuation Issues**

The application site is located within the Willingdon Levels Surface Water Catchment Area and as such an assessment needs to be concluded as to whether the development would increase the extent of hardsurfacing – buildings at the site and therefore increasing the runoff rate for surface water.

It has been determined that the coverage of the site (hard surfacing and buildings would increase as a result of this scheme. In accordance with the policy position on this issue, a financial contribution towards the surface water network within Eastbourne Park would be sufficient to offset this issue. The applicant is content to pay this contribution and would be controlled via a S106 agreement.

- In conclusion, both the application for demolition and the full planning application are recommended for approval subject to conditions.

**Human Rights Implications:**

It is considered that there would be no adverse impact on the amenities of adjacent or nearby residents as a result of the development.

**Conclusion:**

The scale, location and visual impact of the proposal do not detract from the residential amenity of the surrounding area. The proposal, by virtue of the height of units, provision of parking and cycle storage, waste storage and amenity space, provides a suitable standard of living space and does not impact detrimentally on neighbouring occupants. The design of properties harmonizes well with the surrounding area and is supported by the retention of the tree screen and mature tree. Subject to conditions, the proposal complies with the relevant borough plan policies: Eastbourne Borough Plan 2001-2011 (Saved policies, 2007).

**RECOMMEND:** Permission be granted subject to the following conditions:

**EB/2012/0507 (demolition)**

**Conditions:**

- Method statement (to include nature of demolition, equipment to be used, recycling streams and access routes for demolition vehicles)
- Wheel Washing Facilities
- Site/welfare compound
- Hours of demolition

**EB/2012/0432 (full application)**

Subject to all parties entering into a S106 agreement to deliver the flood attenuation contribution, then planning permission should be granted subject to the following conditions:

**Conditions:**

- Time limit
- Materials to be submitted
- Foul and surface water details to be submitted
- Car parking prior to occupation in accordance with approved layout
- Car park details to be supplied incorporating details to prevent surface water running onto the footway
- Cycle storage prior to occupation in accordance with approved layout
- Tree Protection: General
- Tree Protection: Fencing
- Tree Protection: Earthworks
- Details of floor levels
- Construction and demolition times
- Removal of PD rights
- Refuse and recycling facilities to be submitted
- Means of enclosure to be submitted
- In accordance with approved plans

**Informatives:**

- Discharge of conditions
- Highways consent required to erect hoarding
- Connection to the public sewerage system
- Investigation if sewer found during construction

**Appeal:** Should the applicant appeal the decision the appropriate procedure to be followed, taking into account the criteria set by the Planning Inspectorate, is considered to be **written representations**.

## Committee Report 7 August 2012

### Item 7 & 8

<b>App.No.:</b> EB/2012/0510 (demolition) & EB/2012/0433 (full application)	<b>Decision Due Date:</b> 08.09.12	<b>Ward:</b> Langney
<b>Officer:</b> Katherine Quint	<b>Site visit date:</b> Several – July 2012 Councillor site visit - 13.07.12	<b>Type:</b> Minor
<b>Site Notice(s) Expiry date:</b>	17.07.12	
<b>Neigh. Con Expiry:</b>	15.07.12	
<b>Weekly list Expiry:</b>	19.07.12	
<b>Press Notice(s)-:</b>	25.07.12	
<b>Over 8/13 week reason:</b>	Within date	
<b>Location:</b>	Longford Court, 1 Bathford Close	
<b>Proposal:</b>	Demolition and redevelopment of site with 11 three bedroom houses together with communal parking	
<b>Applicant:</b>	Amicus Horizon – Jenny Aluska (Full application) Eastbourne Borough Council (Demolition)	
<b>Recommendation:</b>	Approve, subject to conditions	

#### Planning Status:

- Predominantly residential area
- Land owned by EBC

#### Relevant Planning Policies:

National Planning Policy Framework (April 2012):

With the adoption of the NPPF, greater weight should be given to sustainable developments, having regard to the environmental, economic and social impact of the proposal. Where a proposal is acceptable in principle, every effort should be made to work up a scheme that addresses any outstanding planning issues, and that addresses the longterm needs of a place, as identified in the Local Plan / Core Strategy.

The following policies are relevant to the application at Sorrel Drive:

- 6. Delivering a wide choice of high quality homes:  
Para 49 - Housing applications should be considered in the context of the presumption in favour of sustainable development.

- 7. Requiring good design:  
Para 58 - Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks'

Eastbourne Plan: Core Strategy Policies:

- B1 - Spatial Development Strategy and Distribution
- B2 - Sustainable Neighbourhoods
- C8 - Langney Neighbourhood Policy
- D1 - Sustainable Development
- D5 - Housing

Eastbourne Borough Plan Policies 2001-2011 (Saved policies, 2007):

- UHT1 - Design of new development
- UHT2 - Height of buildings
- UHT4 - Visual amenity
- UHT7 - Landscaping
- HO1 - Residential development within existing built-up area
- HO2 - Predominantly residential areas
- HO4 - Housing allocations
- HO7 - Redevelopment
- H013 - Affordable Housing
- HO20 - Residential amenity
- TR11 - Car Parking
- US4 - Flood protection and surface water disposal

**Site Description:**

Longford Court is a 2-storey, flat roofed, H-shaped block located on a plot covering 0.22has and bounded by Bathford Close to the north, south and west, Pensford Drive to the east and Willingdon Drove runs to the south of the site at a lower level. There is one pair of semi-detached units to the south of the application site facing onto Bathford Close turning point and with a public footpath running alongside the units.

The application site is located on higher ground which slopes from the southeast corner down towards the northwest on Bathford Close. There is a significant drop to the south with Willingdon Drove, but this does not impact on the application site.

**Summary Information:**

The application site is a residential court development of 29 bed-sitting units with shared facilities and 1 self-contained flat. The application would provide redevelopment to create 11 three bedroom houses, providing a net gain in 9 residential units as identified below:

<b>Existing Development</b>	<b>Proposal</b>	<b>Net Gain</b>
1 x 2-bed flat (self contained) 30 bed-sit units (with kitchen area, wc and basin) – shared facilities	11 x 3 bed houses	
<b>Total</b> = 2 residential planning units	<b>Total</b> = 11 residential planning units	<b>Total</b> = + 9 dwellings

Site Area:	0.22 has
No. Existing social housing units:	30 flats / bedsits = 2 residential units
No. Proposed social housing units:	11 family houses = 11 units
Net gain / loss of residential units:	+ 9 net residential units
Description of unit:	2-storey, 3-bedroom terraced houses
Previous land use:	Residential, sheltered scheme
Existing parking arrangements:	1 parking bay – part of site (Bathford Close). 1 parking bay north of site, plus on-street parking shared with residents on Bathford Close
Additional parking spaces:	5 additional spaces incorporated on-site

There are two separate bay parking areas adjacent to the application site on Bathford Close; one located within the application site to the west and the other to the north. There are no parking restrictions on the immediate surrounding streets and as such there is the potential for on-street parking.

**Relevant Planning History:** N/A

**Proposed development:**

There are two applications to be considered and determined here:-

1. EB/2012/0510 (demolition) and 2. EB/2012/0433 (full application):

2. EB/2012/0510 (demolition)

This application has been submitted by Eastbourne Borough Council (Housing Department) and proposes the entire demolition of the existing buildings at the site with all the demolition material that is not retained at the site will be recycled into existing waste streams.

The application for demolition has been submitted by EBC as there is a legal/contractual requirement that EBC has to be the lead organisation and in control of the demolition process so that they can offer a clear vacant site to Amicus Horizon a Registered Social Landlord who will be responsible for the deliver of the new development as reported below.

2. EB/2012/0433 The planning application proposes the construction of 11 x 3 bedroom two-storey family houses for affordable rent. It would result in a net gain of 9 residential dwellings on the site.

Each of the units would provide kitchen/diner WC and Lounge on the ground floor and 3 bedrooms and family bathroom at the first floor. There is no accommodation within the roofspace. Each of the units would be 108.5m<sup>2</sup> in area, with a footprint of 53m<sup>2</sup>.

The external appearance of the proposed units have a similar architectural style and material drawn from a very simple palette of materials. The ground floor is to be formed from facing brick, with a cement faux timber cladding on the first floor. Each of the units is to have a projecting gable at first floor level which is to be rendered. Bin enclosures and defensible space is to be provided at the front of each of the buildings. Each unit is to have a pitched and tiled roof over.

The existing H-shaped building is cut into the topography - remedial work is proposed on-site to restore the site to its original contours. Dwellings adjacent to Pensford Drive will be at a similar level, dwellings situated along Bathford Close will step down the hillside in gradual increments.

The scheme proposes dwelling that conform to lifetime homes requirement and are intended to comply with Code for Sustainable Homes Level 3 and as such all properties would be built with high thermal insulation values and all have level threshold access, all have secure bin/recycling enclosure, bike stores and accessible private rear gardens with a general depth of 10m across the development. The front elevations are in most cases orientated away from existing properties and at a minimum distance of 19m. There is one pair of semi-detached units to the south of the application site facing onto Bathford Close turning point and with a public footpath running alongside the units. The flank elevations will be 7.6m from those of the proposed dwellings.

In terms of car parking, the terrace of 5 properties on the east side of the site would have 5 new spaces allocated to the row. Both sets of terraces will also have access to both parking bays and an element of on-street parking which will remain shared parking with local residents.

**Applicant's Points:** N/A

**Consultations:**

- Representation was sought from: the Cleansing Contracts Team, Trees Team, Environmental Health, Strategic Housing, Highways, Planning Policy and the Environment Agency. The following representations were received:

**Strategic Housing**

Response to demolition / full application (06.06.12):

The Housing Department recently carried out a review of all its older people's housing. It was decided that not all of the schemes in Langney should be retained as older people's housing as there was an over supply of this type of housing in Langney.

Providing non self-contained bedsit accommodation with shared bathrooms for older people falls far short of the quality of housing that the council should offer



local people and these bedsit units were difficult to let. The Housing Department has also worked with ESCC to provide 62 units of extra care housing for older people in the Langney area and this scheme which opened early in 2012, accommodated some tenants from the council's housing stock in Langney.

We are working in partnership with Amicus Horizon to provide much needed larger family homes on the site of Avon Court, which is identified as a priority in the Council's Strategic Housing Market Assessment. The SHMA (2009) demonstrates that Eastbourne requires 370 new units of affordable housing each year in order to meet the existing and predicted need to 2011. In the last 5 years we have only been able to deliver an average of 58 affordable homes per year due to constraints of land supply and public subsidy.

Whilst we have an overwhelming demand for all types of affordable homes there is an acute shortage of affordable larger family homes in Eastbourne with consequential waiting times often extending to more than 10 years. This planning application, if approved, will assist those in need of affordable rented accommodation to be housed adequately.

**Rent levels:**

The proposal accords with the new government Affordable Rent policy, which is set at a maximum of 80% of market rent for the area, including the service charge. Due consideration has been taken to ensure rent levels plus service charge do not exceed the Local Housing Allowance (LHA), which is currently £784.98 per calendar month. The Housing Association will seek an updated valuation when the properties are ready to let - any adjustment to the rent level will be made using the methodology below (based on current values and rental value) and is unlikely to change significantly from the current assumptions.

Current Value (value of property in open market terms)	Rental Value 100% (Market value)	Affordable Rent <i>80% of market rents = £620 per calendar month minus the estimated service charge (£20) per calendar month</i>
£155,000	£775	£600

I confirm that these applications have the full support of Eastbourne Borough Council's Housing Services.

**Highways:**

Response to demolition (11.05.12)

Part of the area within the site boundary is public highway and therefore must remain open to the public during the course of the works. The area is a parking lay-by opposite 4 Bathford Close adjacent to the south western boundary of Longfield Court. A plan has been submitted showing the limit of public highway in the area.

Condition: Wheel washing equipment to be made available if earthworks / excavation carried out.

Response to full application (13.07.12)

The existing site does not provide any off street parking, whereas the proposal would provide 5 spaces.

The site is reasonably close to Langney Shopping Centre as well as a well served bus route, which links the site to large areas of Eastbourne, including the town centre and Sovereign Harbour.

In accordance with the ESCC Parking Standards the new development should provide 2 spaces per dwelling plus 1 space per 3 dwellings for visitors. This equates to 26 spaces, which can then be reduced by up to 25% in accordance with the standards as it is within Zone 4. This reduces the parking provision to 20 spaces.

The proposal obviously provides fewer spaces than the recommendation of the parking standards. However, the existing site provides no parking and should provide 32 spaces. This is based on 1 space per flat/bedsit plus 1 space per 3 dwellings for visitors, which has then been reduced by 25%.

Although not in accordance with the standards the proposal is obviously an improvement in parking terms over the existing situation. There are also lay-bys adjacent to site which provides a number of on street spaces very close to the site.

Adequate cycle parking is also proposed on site.

As the proposed use has a lower parking requirement than the existing the traffic generation is likely to be very similar or lower and therefore there will be little or no impact in the highway network in terms of traffic movements.

On this basis, the Highway Authority does not wish to restrict grant of consent subject to the following conditions: Details of access to the scheme to be submitted, and additional parking spaces and cycle storage to be implemented prior to occupation.

### **Planning Policy**

Response to demolition / full application (13.07.12):

The principle of residential development on the site has been confirmed by inclusion of the development in the Council's 5 Year Housing Land Supply. The Council relies on identified sites coming forward as part of its emerging spatial development strategy and in order to meet its local housing targets.

The site benefits from being located in one of the most sustainable neighbourhoods of the Borough (Policy B2 of the Core Strategy). Opportunities to create a better choice of housing should be provided in the local area, whilst respecting and protecting the residential and environmental amenity of existing and future residents. The development would support the Langney Neighbourhood Policy (Policy C8) of the Core Strategy through the 'redevelopment of redundant retirement courts for affordable housing', and would support the neighbourhood vision by 'making a significant contribution to the delivery of additional housing in a sustainable location.'

The development is supported in Borough Plan policy HO7 'Redevelopment', subject to there being no adverse impact on amenity or road safety and ensuring that development is well designed and provides adequate parking facilities. The proposal would result in 11 three-bedroom terraced houses being provided. The Strategic Housing Market Assessment provides evidence that a range of dwelling sizes are needed to meet local demand, seeking opportunities to deliver larger family housing where practical to do so.

The development proposes a satisfactory level of parking provision (Policy TR11 of the Borough Plan) for the local area in line with the Council's maximum parking standards contained in the 'Parking at Development' Supplementary Planning Document.

The development is located in the Willingdon Levels Flood Storage Catchment Area (Policy US4 of the Borough Plan) and therefore the application will be required to make a financial contribution of £1,517 based on the loss of permeable area on the site.

In summary, Planning Policy support the application as an important affordable housing development for the town and the Langney Neighbourhood. We consider the application to provide sustainable development in line with the National Planning Policy Framework.

**Environmental Health:**

Response to demolition (08.05.12) / Response to full application (22.05.12)  
No issues to raise.

**Trees team:**

Response to demolition (06.06.12):

Given there are trees on site, suitable for retention if the land is redeveloped, tree protection measures (as indicated in the supplied Arboricultural report) should be erected prior to any demolition work commencing.

Response to full application (20.07.12):

Although a number of small trees and woody shrubs have been recommended for removal if they pose a constraint to development, their loss should not be detrimental to wider landscape or have an adverse impact on local visual amenity. Their loss could be mitigated by replanting with suitable species in an appropriate location during the soft landscaping phase of construction. If this is carried out, consideration should be given to their location to avoid conflict with the proposed building and associated services.

Given the low landscape, arboricultural and conservational value, no objection can be made to the loss of the trees indicated for removal. The Beech will be retained, outside the development site, but should be protected with protective fencing.

**Neighbour Representations:**

- Consultation was carried out on the demolition application and full application by letter to 90 neighbouring properties, covering Austen Walk, Bathford Close, Freshford Close and Pensford Drive.

- 2 site notices were displayed nearby, at either end of Bathford Close
- 2 objections were received primarily raising concerns about increased pressure on parking, lack of play facilities for families and the number of houses proposed on the site.

Summary of concerns:

- 11 properties is too many for the size of the area
- The properties are for families, but there are no facilities for children here
- The increase in people, potentially from 11 (existing) to 44 in family houses means you haven't allocated enough parking. The overspill will mean parking in the cul-de-sac and the possibility of my vehicle being blocked in if I need to rush to the hospital in an emergency.

**Appraisal:**

EB/2012/0510 (demolition)

- **Demolition:**

The existing accommodation falls short of a quality standard of accommodation, and in being predominately studio flats with shared facilities, does not respond directly to the significant housing need in Eastbourne for family homes. On the basis that the application for demolition is accompanied by a full planning application that supports the principle of affordable units on site and of a higher standard of family accommodation, demolition of the existing block is considered acceptable in principle and hence officers are recommending this for approval.

EB/2012/0433 (full application)

- **Policy changes:**

In light of the National Planning Policy Framework and the emerging Core strategy, and in response to the Strategic Housing Market Assessment, the proposal supports the delivery of improved, family accommodation, and is a step towards addressing the housing need in Eastbourne. The development maximises the residential potential of the site (as identified in the Council's 5 Year Housing Land Supply) at a density that does not impact detrimentally on other occupants. The proposal is acceptable in principle, in line with a presumption in favour of sustainable development, and is supported by consultation responses from internal and external representatives. The specific planning considerations to be appraised, in relation to the impact on the site and surrounding area of 11 family units, are detailed below.

- **Parking:**

In response to local concerns regarding parking, a number of site visits were carried out to specifically focus on this aspect. Parking spaces (parking bays, street parking and turning areas designed to accommodate parking) were photographed and counted on 4 occasions within the past month: 6.30am, 7.30am, 3pm and 7.30pm. On each occasion 50% of available space was vacant (notwithstanding a large proportion of on-street opportunity for parking), which equated to 22 spaces.

As outlined by Highways the existing court is required to meet the parking requirements for 30 households, and even taking into account the increase in household size, the reduction to 11 units is significant. The addition of 5 parking spaces on the site, along with the information gained on recent parking counts, is considered appropriate for the size of the development and the number of households on the site.

- **Design and appearance:**

The proposed 2-storey pitched-roof dwellings reflect the form and terraced arrangement of neighbouring properties. The design benefits from being a simple, modern design that harmonises well with the surrounding properties, while using features such as the flat-roofed or pitched-roofed front porch and cladding to create an overall identity for the new development.

The uniformity of the development would be broken by the use of different coloured entrance doors, this would give a degree of individuality and therefore ownership of the building, this is considered important given the short and long term maintenance of the buildings.

- **Scale and layout of development**

The site of 0.22 has is considered to be of a size that can adequately support 11 units, while retaining adequate front and rear garden space for each property. The layout of terrace dwellings houses, two-storey in height would reflect those existing properties in the immediate and wider surrounding area and as such are considered to be in character with the predominant pattern of development in the area.

- **Affordable Housing:**

The proposal for 11 x 3-bed units is supported by the Strategic Housing Market Assessment (2009), which identifies an acute shortage of larger, family-sized accommodation. The loss of 30 sheltered, bed-sits and 1 flat (equating to 9 residential units in planning terms) is considered justified by virtue of the increased standard of accommodation being provided in its place. The development is supported by the Strategic Housing Team, and the proposal has been drawn up in partnership with a Housing association to ensure a long-term strategy is in place for delivery and management of the development.

- **Trees and landscaping:**

The Beech tree, which is located outside the development site, will be retained but should be protected with fencing.

A number of smaller trees on-site may be lost as a result of the development but are considered to be of low conservational / arboricultural value, and will have no detrimental impact on the wider landscape.

In accordance with advice from the Trees Team, the proposed landscaping and tree replacement scheme is suitable for the site and will provide amenity in the future.

- **Light**  
For the majority of the day, shadow from the proposed development will move across the site itself in the direction of Bathford Close, having no impact on the neighbouring properties bordering the site.
- **Flood Attenuation Issues**  
The application site is located within the Willingdon Levels Surface Water Catchment Area and as such an assessment needs to be concluded as to whether the development would increase the extent of hardsurfacing – buildings at the site and therefore increasing the runoff rate for surface water.  
  
It has been determined that the coverage of the site (hard surfacing and buildings would increase as a result of this scheme. In accordance with the policy position on this issue, a financial contribution towards the surface water network within Eastbourne Park would be sufficient to offset this issue. The applicant is content to pay this contribution and would be controlled via a S106 agreement.
- In conclusion, both the application for demolition and the full planning application are recommended for approval subject to conditions.

**Human Rights Implications:**

It is considered that there would be no adverse impact on the amenities of adjacent or nearby residents as a result of the development.

**Conclusion:**

The scale, location and visual impact of the proposal do not detract from the residential amenity of the surrounding area. The proposal, by virtue of the height of units, provision of parking and cycle storage, waste storage and amenity space, provides a suitable standard of living space and does not impact detrimentally on neighbouring occupants. The design of properties harmonizes well with the surrounding area. Subject to conditions, the proposal complies with the relevant borough plan policies: Eastbourne Borough Plan 2001-2011 (Saved policies, 2007).

**RECOMMEND:** Permission be granted subject to the following conditions:

**EB/2012/0510 (demolition)**

**Conditions:**

- Method statement (to include nature of demolition, equipment to be used, recycling streams and access routes for demolition vehicles)
- Wheel Washing Facilities
- Site/welfare compound
- Hours of demolition

### **EB/2012/0433 (full application)**

Subject to all parties entering into a S106 agreement to deliver the flood attenuation contribution, then planning permission should be granted subject to the following conditions:

#### **Conditions:**

- Time limit
- Materials to be submitted
- Foul and surface water details to be submitted
- Car parking prior to occupation in accordance with approved layout
- Car park details to be supplied incorporating details to prevent surface water running onto the footway
- Cycle storage prior to occupation in accordance with approved layout
- Tree Protection: General
- Tree Protection: Fencing
- Tree Protection: Earthworks
- Details of floor levels
- Construction and demolition times
- Removal of PD rights
- Refuse and recycling facilities to be submitted
- Means of enclosure to be submitted
- In accordance with approved plans

#### **Informatives:**

- Discharge of conditions
- Highways consent required to erect hoarding
- Connection to the public sewerage system
- Investigation if sewer found during construction

**Appeal:** Should the applicant appeal the decision the appropriate procedure to be followed, taking into account the criteria set by the Planning Inspectorate, is considered to be **written representations**.





## Committee Report 7th August 2012

### Items 9 & 10

<b>App.No.:</b> EB/2012/0508 (demolition) & EB/2012/0434 (full application)	<b>Decision Due Date:</b> 08.09.12	<b>Ward:</b> Langney
<b>Officer:</b> Katherine Quint	<b>Site visit date:</b> Several – July 2012 Councillor site visit - 13.07.12	<b>Type:</b> Minor
<b>Site Notice(s) Expiry date:</b>	17.07.12	
<b>Neigh. Con Expiry:</b>	15.07.12	
<b>Weekly list Expiry:</b>	19.07.12	
<b>Press Notice(s)-:</b>	25.07.12	
<b>Over 8/13 week reason:</b>	Within date	
<b>Location:</b>	Avon Court, 2 Sorrel Drive	
<b>Proposal:</b>	Demolition and redevelopment of site with 17 three bedroom houses together with on-plot parking spaces	
<b>Applicant:</b>	Amicus Horizon – Jenny Aluska (Full application) Eastbourne Borough Council (Demolition)	
<b>Recommendation:</b>	Approve, subject to conditions	

#### Planning Status:

- Predominantly residential area
- Land owned by EBC

#### Relevant Planning Policies:

National Planning Policy Framework (April 2012):

With the adoption of the NPPF, greater weight should be given to sustainable developments, having regard to the environmental, economic and social impact of the proposal. Where a proposal is acceptable in principle, every effort should be made to work up a scheme that addresses any outstanding planning issues, and that addresses the longterm needs of a place, as identified in the Local Plan / Core Strategy.

The following policies are relevant to the application at Sorrel Drive:

- 6. Delivering a wide choice of high quality homes:  
Para 49 - Housing applications should be considered in the context of the presumption in favour of sustainable development.

- 7. Requiring good design:  
 Para 58 - Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks'

Eastbourne Plan: Core Strategy Policies:

- B1 - Spatial Development Strategy and Distribution
- B2 - Sustainable Neighbourhoods
- C9 - Shinewater and North Langney Neighbourhood Policy
- D1 - Sustainable Development
- D5 - Housing

Eastbourne Borough Plan Policies 2001-2011 (Saved policies, 2007):

- UHT1 - Design of new development
- UHT2 - Height of buildings
- UHT4 - Visual amenity
- UHT7 - Landscaping
- HO1 - Residential development within existing built-up area
- HO2 - Predominantly residential areas
- HO4 - Housing allocations
- HO7 - Redevelopment
- H013 - Affordable Housing
- HO20 - Residential amenity
- TR11 - Car Parking
- US4 - Flood protection and surface water disposal

**Site Description:**

Avon Court is a 2-storey, flat roofed, H-shaped block located on a plot covering 0.34has and bounded by Fern Close to the East, Willingdon Drove to the south, Sorrel Drive to the north and Milfoil Drive to the west. Two terraces of 6 properties are located on Sorrel Drive, over 20m from the application site boundary.

The application site is located on higher ground which slopes from the southeast corner down towards the northwest, until it reaches the junction with Sorrel Drive / Milfoil Drive. There is a significant drop along the southern boundary with Willingdon Drove. This difference in level is separated by a row of trees and shrubs, forming screening from the main road.

**Summary Information:**

The application site is a residential court development of 28 bed-sitting units with shared facilities and 2 self-contained flats. The application would provide redevelopment to create 17 three bedroom houses, providing a net gain in 14 residential units as identified below:

Existing Development	Proposal	Net Gain
1 x 2-bed flat (self contained) 1 x 1-bed flat (self contained) 28 bed-sit units (with kitchen area, wc and basin) – shared facilities	17 x 3 bed houses	
<b>Total</b> = 3 residential planning units	<b>Total</b> = 17 residential planning units	<b>Total</b> = + 14 dwellings

Site Area:	0.34 has
No. Existing social housing units:	30 flats / bedsits = 3 residential units
No. Proposed social housing units:	17 family houses = 17 units
Net gain / loss of residential units:	+ 14 net residential units
Description of unit:	2-storey, 3-bedroom terraced houses
Previous land use:	Residential, sheltered scheme
Existing parking arrangements:	1 parking bay (Sorrel Drive), shared with local residents
Additional parking spaces:	17 additional spaces - 1 private parking space per property within plot boundary

**Relevant Planning History:** N/A

**Proposed development:**

There are two applications to be considered and determined here:-

1. EB/2012/0508 (demolition) and 2. EB/2012/0434 (full application):
  1. EB/2012/0508 (demolition)

This application has been submitted by Eastbourne Borough Council (Housing Department) and proposes the entire demolition of the existing buildings at the site with all the demolition material that is not retained at the site will be recycled into existing waste streams.

The application for demolition has been submitted by EBC as there is a legal/contractual requirement that EBC has to be the lead organisation and in control of the demolition process so that they can offer a clear vacant site to Amicus Horizon a Registered Social Landlord who will be responsible for the deliver of the new development as reported below.

2. EB/2012/0434 The planning application proposes the construction of 17 x 3 bedroom two-storey family houses for affordable rent. It would result in a net gain of 14 residential dwellings on the site.

Each of the units would provide kitchen/diner WC and Lounge on the ground floor and 3 bedrooms and family bathroom at the first floor. There is no accommodation within the roofspace. Each of the units would be 108.5m<sup>2</sup> in area, with a footprint of 53m<sup>2</sup>.

The external appearance of the proposed units have a similar architectural style and material drawn from a very simple palette of materials. The ground floor is to be formed from facing brick, with a cement faux timber cladding on the first floor. Each of the units is to have a projecting gable at first floor level which is to be rendered. Bin enclosures and defensible space is to be provided at the front of each of the buildings. Each unit is to have a pitched and tiled roof over.

The existing H-shaped building is cut into the topography - remedial work is proposed on-site to restore the site to its original contours. Dwellings adjacent to Sorrel Drive will be at a similar level, dwellings situated along Fern Close and the new access road will step down the hillside in gradual increments.

The scheme proposes dwelling that conform to lifetime homes requirement and are intended to comply with Code for Sustainable Homes Level 3 and as such all properties would be built with high thermal insulation values and all have level threshold access, all have secure bin/recycling enclosure, bike stores and accessible private rear gardens with a general depth of 4m (plus parking and amenity area of 5.5m), or 10m where parking is on the front driveway of the property. The front elevations are in most cases angled away from existing properties, and in all cases are over 25m away from existing properties.

In terms of car parking, 17 additional spaces will be provided - 1 private parking space per property within the plot boundary. The parking bay on Sorrel Drive will be retained as shared parking for local residents (outside the application site boundary).

**Applicant's Points:** N/A

**Consultations:**

- Representation was sought from: the Cleansing Contracts Team, Trees Team, Environmental Health, Strategic Housing, Highways, Planning Policy and the Environment Agency. The following representations were received:

**Strategic Housing**

Response to demolition / full application (06.06.12):

The Housing Department recently carried out a review of all its older people's housing. It was decided that not all of the schemes in Langney should be retained as older people's housing as there was an over supply of this type of housing in Langney.

Providing non self-contained bedsit accommodation with shared bathrooms for older people falls far short of the quality of housing that the council should offer local people and these bedsit units were difficult to let. The Housing Department has also worked with ESCC to provide 62 units of extra care housing for older people in the Langney area and this scheme which opened early in 2012, accommodated some tenants from the council's housing stock in Langney.

We are working in partnership with Amicus Horizon to provide much needed larger family homes on the site of Avon Court, which is identified as a priority in the Council's Strategic Housing Market Assessment. The SHMA (2009) demonstrates that Eastbourne requires 370 new units of affordable housing each year in order to meet the existing and predicted need to 2011. In the last 5 years we have only been able to deliver an average of 58 affordable homes per year due to constraints of land supply and public subsidy.

Whilst we have an overwhelming demand for all types of affordable homes there is an acute shortage of affordable larger family homes in Eastbourne with consequential waiting times often extending to more than 10 years. This planning application, if approved, will assist those in need of affordable rented accommodation to be housed adequately.

**Rent levels:**

The proposal accords with the new government Affordable Rent policy, which is set at a maximum of 80% of market rent for the area, including the service charge. Due consideration has been taken to ensure rent levels plus service charge do not exceed the Local Housing Allowance (LHA), which is currently £784.98 per calendar month. The Housing Association will seek an updated valuation when the properties are ready to let - any adjustment to the rent level will be made using the methodology below (based on current values and rental value) and is unlikely to change significantly from the current assumptions.

Current Value (value of property in open market terms)	Rental Value 100% (Market value)	Affordable Rent <i>80% of market rents = £620 per calendar month minus the estimated service charge (£20) per calendar month</i>
£155,000	£775	£600

I confirm that these applications have the full support of Eastbourne Borough Council’s Housing Services.

**Highways:**

Response to demolition (08.05.12)

Any consent for demolition should include a condition relating to wheel washing equipment available for excavation / earthworks vehicles, and an informative relating to site hoarding and obtaining consent from Highways prior to commencement.

Response to full application (13.07.12)

The existing site does not provide any off street parking, whereas the proposal would provide 17 spaces.

The site is reasonably close to Langney Shopping Centre as well as a well served bus route, which links the site to large areas of Eastbourne, including the town centre and Sovereign Harbour.

In accordance with the ESCC Parking Standards the new development should provide 2 spaces per dwelling plus 1 space per 3 dwellings for visitors. This equates to 40 spaces, which can then be reduced by up to 25% in accordance with the standards as it is within Zone 4. This reduces the parking provision to 30 spaces.

The proposal obviously provides fewer spaces than the recommendation of the parking standards.

However, the existing site provides no parking and should provide 30 spaces. This is based on 1 space per flat/bedsit plus 1 space per 3 dwellings for visitors, which has then been reduced by 25%.

Although not in accordance with the standards the proposal is obviously an improvement in parking terms over the existing situation. There is also a layby adjacent to site which provides a number of on street spaces very close to the site.

Adequate cycle parking is also proposed on site.

As the existing and proposed uses have very similar parking requirements the traffic generations are likely to be very similar and therefore there will be little or no impact in the highway network in terms of traffic movements.

On this basis, the Highway Authority does not wish to restrict grant of consent subject to the following conditions: Details of details of levels, section and constructional details and details of access to the scheme to be submitted, and additional parking spaces and cycle storage to be implemented prior to occupation.

### **Planning Policy**

Response to demolition / full application (13.07.12):

The principle of residential development on the site has been confirmed by inclusion of the development in the Council's 5 Year Housing Land Supply. The Council relies on identified sites coming forward as part of its emerging spatial development strategy and in order to meet its local housing targets.

The site benefits from being located in one of the most sustainable neighbourhoods of the Borough (Policy B2 of the Core Strategy). Opportunities to create a better choice of housing should be provided in the local area, whilst respecting and protecting the residential and environmental amenity of existing and future residents. The development would support the Langney Neighbourhood Policy (Policy C8) of the Core Strategy through the 'redevelopment of redundant retirement courts for affordable housing', and would support the neighbourhood vision by 'making a significant contribution to the delivery of additional housing in a sustainable location.'

The development is supported in Borough Plan policy HO7 'Redevelopment', subject to there being no adverse impact on amenity or road safety and ensuring that development is well designed and provides adequate parking facilities. The proposal would result in 17 three-bedroom terraced houses being provided. The Strategic Housing Market Assessment provides evidence that a range of dwelling sizes are needed to meet local demand, seeking opportunities to deliver larger family housing where practical to do so.

The development proposes a satisfactory level of parking provision (Policy TR11 of the Borough Plan) for the local area in line with the Council's maximum parking standards contained in the 'Parking at Development' Supplementary Planning Document.

The development is located in the Willingdon Levels Flood Storage Catchment Area (Policy US4 of the Borough Plan) and therefore the application will be required to make a financial contribution of £6,368 based on the loss of permeable area on the site.

In summary, Planning Policy support the application as an important affordable housing development for the town and the Shinewater and North Langney neighbourhood. We consider the application to provide sustainable development in line with the National Planning Policy Framework.

**Environmental Health:**

Response to demolition (08.05.12) / Response to full application (22.05.12)  
No issues to raise.

**Trees team:**

Response to demolition (06.06.12):

Given there are trees on site, suitable for retention if the land is redeveloped, tree protection measures, as indicated in the supplied Arboricultural report should be erected prior to any demolition work commencing.

Response to full application (26.07.12):

I can confirm that, if approved, the scheme will lead to the loss of three trees, of low conservational or Arboricultural value. Trees indicated for retention can be adequately protected during construction, with the standard tree protection conditions. The proposed landscaping and tree replacement scheme is suitable for the site and will provide amenity in the future.

**Neighbour Representations:**

- Consultation was carried out on the demolition application and full application by letter to 85 neighbouring properties, covering Sorrel Drive, Milfoil Drive and Harebell Close.
- 2 site notices were displayed nearby; on Sorrel Drive and Willingdon Drove.
- No representations were received from local residents, services or businesses.

**Appraisal:**

EB/2012/0508 (demolition)

• **Demolition:**

The existing accommodation falls short of a quality standard of accommodation, and in being predominately studio flats with shared facilities, does not respond directly to the significant housing need in Eastbourne for family homes.

On the basis that the application for demolition is accompanied by a full planning application that supports the principle of affordable units on site and of a higher standard of family accommodation, demolition of the existing block is considered acceptable in principle and hence officers are recommending this for approval.

EB/2012/0434 (full application)

- **Policy changes:**

In light of the National Planning Policy Framework and the emerging Core strategy, and in response to the Strategic Housing Market Assessment, the proposal supports the delivery of improved, family accommodation, and is a step towards addressing the housing need in Eastbourne. The development maximises the residential potential of the site (as identified in the Council's 5 Year Housing Land Supply) at a density that does not impact detrimentally on other occupants. The proposal is acceptable in principle, in line with a presumption in favour of sustainable development, and is supported by consultation responses from internal and external representatives. The specific planning considerations to be appraised, in relation to the impact on the site and surrounding area of 17 family units, are detailed below.

- **Parking:**

The development has been designed to accommodate 17 additional spaces - 1 private parking space per property within the plot boundary. Taking into account the reduction in number of households on-site in terms of existing parking provision, and bearing in mind the new spaces are within individual property boundaries, there is considered to be no detrimental impact on neighbouring occupants or in terms of loss parking availability.

- **Design and appearance:**

The proposed 2-storey pitched-roof dwellings reflect the form and terraced arrangement of neighbouring properties. The design benefits from being a simple, modern design that harmonises well with the surrounding properties, while using features such as the flat-roofed or pitched-roofed front porch and cladding to create an overall identity for the new development.

The uniformity of the development would be broken by the use of different coloured entrance doors, this would give a degree of individuality and therefore ownership of the building, this is considered important given the short and long term maintenance of the buildings.

- **Scale and layout of development**

The site of 0.34 has is considered to be of a size that can adequately support 17 units, while retaining adequate front and rear garden space for each property. The layout of terrace dwellings houses, two-storey in height would reflect those existing properties in the immediate and wider surrounding area and as such are considered to be in character with the predominant pattern of development in the area.

- **Affordable Housing:**

The proposal for 17 x 3-bed units is supported by the Strategic Housing Market Assessment (2009), which identifies an acute shortage of larger, family-sized accommodation.



The loss of 28 sheltered, bed-sits and 2 flats (equating to 3 residential units in planning terms) is considered justified by virtue of the increased standard of accommodation being provided in its place. The development is supported by the Strategic Housing Team, and the proposal has been drawn up in partnership with a Housing association to ensure a long-term strategy is in place for delivery and management of the development.

- **Trees and landscaping:**

The site benefits from a run of bushes along the boundary with Willingdon Drove and along the boundary closest to Sorrel Drive access. This element is being retained, which will provide screening between the proposed development and existing properties.

The scheme will lead to the loss of three trees. However these are considered to be of low conservational / arboricultural value.

In accordance with advice from the Trees Team, the proposed landscaping and tree replacement scheme is suitable for the site and will provide amenity in the future.

- **Light**

For the majority of the day, shadow from the proposed development will move across the site itself in the direction of Sorrel Drive, having no impact on the neighbouring properties bordering the site.

- **Flood Attenuation Issues**

The application site is located within the Willingdon Levels Surface Water Catchment Area and as such an assessment needs to be concluded as to whether the development would increase the extent of hardsurfacing – buildings at the site and therefore increasing the runoff rate for surface water.

It has been determined that the coverage of the site (hard surfacing and buildings would increase as a result of this scheme. In accordance with the policy position on this issue, a financial contribution towards the surface water network within Eastbourne Park would be sufficient to offset this issue. The applicant is content to pay this contribution and would be controlled via a S106 agreement.

- In conclusion, both the application for demolition and the full planning application are recommended for approval subject to conditions.

### **Human Rights Implications:**

It is considered that there would be no adverse impact on the amenities of adjacent or nearby residents as a result of the development.

### **Conclusion:**

The scale, location and visual impact of the proposal do not detract from the residential amenity of the surrounding area. The proposal, by virtue of the height of units, provision of parking and cycle storage, waste storage and amenity space, provides a suitable standard of living space and does not impact detrimentally on neighbouring occupants.

The design of properties harmonizes well with the surrounding area. Subject to conditions, the proposal complies with the relevant borough plan policies: Eastbourne Borough Plan 2001-2011 (Saved policies, 2007).

**RECOMMEND:** Permission be granted subject to the following conditions:

**EB/2012/0508 (demolition)**

**Conditions:**

- Method statement (to include nature of demolition, equipment to be used, recycling streams and access routes for demolition vehicles)
- Wheel Washing Facilities
- Site/welfare compound
- Hours of demolition

**EB/2012/0434 (full application)**

Subject to all parties entering into a S106 agreement to deliver the flood attenuation contribution, then planning permission should be granted subject to the following conditions:

**Conditions:**

- Time limit
- Materials to be submitted
- Foul and surface water details to be submitted
- Car parking prior to occupation in accordance with approved layout
- Car park details to be supplied incorporating details to prevent surface water running onto the footway
- Cycle storage prior to occupation in accordance with approved layout
- Tree Protection: General
- Tree Protection: Fencing
- Tree Protection: Earthworks
- Details of floor levels
- Construction and demolition times
- Removal of PD rights
- Refuse and recycling facilities to be submitted
- Means of enclosure to be submitted
- In accordance with approved plans

**Informatives:**

- Discharge of conditions
- Highways consent required to erect hoarding
- Connection to the public sewerage system
- Investigation if sewer found during construction

**Appeal:** Should the applicant appeal the decision the appropriate procedure to be followed, taking into account the criteria set by the Planning Inspectorate, is considered to be **written representations**.

## Committee Report 7 August 2012

### Item 11

<b>App.No.:</b> EB/2012/0449	<b>Decision Due Date:</b> 12 September 2012	<b>Ward:</b> St Anthony's
<b>Officer:</b> Jane Sabin	<b>Site visit date:</b> 5 July 2012	<b>Type:</b> Major
<b>Site Notice(s) Expiry date:</b>	26 July 2012	
<b>Neigh. Con Expiry:</b>	27 July 2012	
<b>Weekly list Expiry:</b>	25 July 2012	
<b>Press Notice(s)-:</b>	1 August 2012	
<b>Over 8/13 week reason:</b>	N/A	
<b>Location:</b> Eastbourne Belmont, 93 Pevensey Bay Road		
<b>Proposal:</b> Erection of a replacement two-storey care home and a new single storey day centre.		
<b>Applicant:</b> CT Developments		
<b>Recommendation:</b> Approve		

#### Planning Status:

- Classified road
- Flood zone 3
- Consultation distance of former landfill site

#### Relevant Planning Policies:

UHT1	-	Design of development
UHT2	-	Height of buildings
UHT4	-	Visual amenity
UHT7	-	Landscaping
NE28	-	Environmental amenity
HO17	-	Supported and special needs housing
HO20	-	Residential amenity
TR1	-	Locations for major development proposals
TR2	-	Travel demands
TR11	-	Car parking
TR12	-	Car parking for those with mobility problems
US5	-	Tidal flood risk

**Site Description:**

This 1960's two-storey flat-roofed building is located on the north west side of Pevensey Bay Road adjacent to the roundabout at the entrance the Sovereign Harbour Retail Park.

The site is triangular in shape, and is constrained by the dual carriageway to the front, Langney Sewer to the rear, and a car showroom (Bexhill Motors) and a bungalow on the south west side.

The building appears to be in poor condition, and has been vacant for approximately five years.

**Relevant Planning History:**

App Ref:EB/1985/0367 Description: Change of use from motel to residential care home with ancillary facilities and medical nursing centre, together with external alterations, including the erection of a canopy.

Decision: Approved Date: 10 October 1985

App Ref:EB/1999/0479 Description: Change of use of part of nursing home to crèche/nursery.

Decision: Approved Date: 26 November 1999

**Proposed development:**

Permission is sought in conjunction with an application for the demolition of the existing building (EB/2012/0397 – also on this agenda) for a replacement two-storey care home, together with a single storey day centre.

The new care home would follow a similar footprint to the existing building, although it would be deeper and of a simpler form with a parapet roof. The elevational treatment differs considerably, however, and has a regular pattern of vertical emphasis windows, punctuated with projecting bays of curtain walling, and a central balcony on both the front and rear elevations. The building would be red brick, with bays of smooth cream render; the glazing would be grey Rehau aluminium/UPVC. The day care centre, which would be a separate, single storey building, would have the same elevational treatment. The home would have 70 ensuite bedrooms (the previous home had 102), whilst the day centre could accommodate 30 people. The car parking has been rearranged, resulting in an increase of 5 spaces, from 31 to 36, plus turning areas for both cars and refuse vehicles. In view of the safety of future patients, the open watercourse to the rear is to be fenced off, and the brick wall at the front of the site is to be retained with modifications to provide safe pedestrian access.

**Applicant's Points:**

- The application seeks to obtain Full Planning Permission to create a 70 Bed Care Home and Day Care Unit following the demolition of the existing building. The home will be used by experienced operators Four Seasons Health Care.
- Each new Bedroom will be minimum 15m<sup>2</sup> with a 3.8m<sup>3</sup> En-Suite facility. Each room will also be serviced with Bathrooms and Day Rooms, and the scheme further includes Kitchen, Laundry and Staff Facilities.

- The adjacent Day Care Unit will offer space for up to 30 residents and also offers Dining Room and Dayroom, WC, Bathroom, Treatment Room and Training Kitchen facilities.
- Four Seasons Health care are vastly experienced operators of specialist care facilities such as this and have a proven track record for the supply of quality care and construction.
- The previous facility would have employed around 62 staff, 34 at any one time between shift patterns. However this facility has ceased for some considerable time, so the proposed would be considered as new employment for around 45 staff.
- The overall increase in floor area is just 6m<sup>2</sup> which is equal to less than a 1% increase in floor area.
- The site is very accessible by all modes from substantial surrounding residential areas, particularly newer development to the south of the A259, providing a potential source for local staff recruitment. The site's location also provides for easy access by staff and visitors to a range of retail, commercial and social activities at The Crumbles Retail Park and at Sovereign Harbour.
- The Transport and Travel Plan Statement demonstrates that the Proposed will generate less traffic and visits trips than the existing
- The Flood Risk Assessment concludes that even though a Care Home is classed as 'More Vulnerable', as there will be a net decrease in impermeable area and because the surface water will be rerouted from the foul sewer into the watercourse, this development proposal reduces the overall local flood risk.

**Consultations:**

The Environment Agency has no objections to the proposal.  
(Email dated 9 July 2012)

Southern Water comment that permission will be needed to connect to the public sewer, and that any SUDS system will need to be properly managed.  
(Letter dated 27 July 2012)

Environmental Health has no observations to make on the proposal.  
(Email dated 9 July 2012)

The Highway Authority comments that the Travel Plan/Transport Statement adequately covers all the necessary points, and that the level of car and cycle parking are acceptable. No concerns are raised, and conditions are requested to secure the car/cycle parking before occupation, as well as wheel washing facilities.  
(Memo dated 20 July 2012)

Planning Policy raise no objection in principle to the proposal as the site is already in C2 use, although the site had been identified as a site suitable for c3 housing in the Strategic Housing Land Availability Assessment.  
(Memo dated 13 July 2012)

The Arboricultural Officer advises that the trees on site only have limited landscape, Arboricultural and conservational value and if the site is to be developed as proposed, tree retention within the site is not feasible.

The existing trees and shrubs adjacent to Langney Sewer and the trees outside the site boundary should be protected and retained.

The proposed landscaping and tree planting scheme will be provide landscape and conservational value in the future if establishment maintenance is undertaken.

(Email dated 25 July 2012)

**Neighbour Representations:**

One representation has been received from a resident in Tanbridge Road, who is concerned that no ventilation or central heating system is shown on the submitted plans, and therefore is anxious that noise emissions from the building is kept below acceptable limits. He wishes to see the foliage along the river retained as a natural noise barrier; pollution of the river should also be addressed.

(Email dated 23 July 2012)

**Appraisal:**

The loss of the existing building has been dealt with under EB/2012/0397(FP) and is considered acceptable.

The proposed new buildings are considered to be suitable for the site in terms of their use and site coverage. The precise siting and appearance has been the subject of discussion and negotiations with the agent to achieve an acceptable scheme, and the standard of accommodation for residents of the home would be much increased.

The existing building is very much of its time, displaying a wide range of materials and extensive glazing with a horizontal emphasis. The proposed building is also flat roofed, but has a palette limited to a good quality red brick and cream render; together with the reordered window layout, the emphasis has changed to vertical. The flank wall of the new building has been pulled away from the boundary by 16m, which is sufficient to protect the amenities of the occupiers of the adjacent bungalow, the only residential property affected by the development. The loss of most of the trees on the site is regrettable, but none are of outstanding quality, and in practical terms, the construction of a building of this scale on a site of this size will mean that few are likely to survive in the limited space available; there is a good hawthorn on the bank of the sewer which could be retained and this will require protection. The landscaping scheme submitted with the application is good with a substantial number of trees and shrubs to be planted; a number of these are to be planted on the boundary with the adjacent bungalow, which will also help to soften the building and provide a good screen. Due to the vulnerability of the future residents, it will be necessary to fence off Langney Sewer which borders the site. A timber fence is to be provided, 1.8m high, but with only the bottom 1.2m solid. The parking arrangements and turning facilities have been designed to provide an increase in the number of parking spaces (considered necessary for a use that involves shift work and is located on the edge of town), and pedestrian safety has also been included in the modifications to the main access; a benefit of the scheme is that the former delivery route exiting onto the main roundabout is to be closed.

With respect to the neighbours concerns regarding noise from ventilation systems/boilers, Environmental Health has confirmed verbally that no problems have been substantiated in relation to this problem.

**Human Rights Implications:**

It is considered that there would be no adverse impact on residential amenity.

**Conclusion:**

The proposed scheme is acceptable in terms of use, siting, design, scale, access and landscaping, and would not have an adverse impact on visual, residential or environmental amenity or on highway safety. As such it complies with the relevant policies in the Eastbourne Borough Plan 2001-2011.

**Recommendation:**

**GRANT** subject to conditions

**Conditions:**

- (1) Commencement of development within three years
- (2) Compliance with approved plans
- (3) Hours of operation (construction works)
- (4) Wheel washing facilities
- (5) Retention of tree/vegetation adjacent to Langney Sewer & protection during construction
- (6) Provision of parking cycle spaces before occupation
- (7) Retention of boundary wall & alteration to access
- (8) Implementation of landscaping plan
- (9) Provision of landscape maintenance programme
- (10) Submission of details of ventilation system

Informatives:

SUMMARY OF REASONS FOR DECISION

The proposed development is considered acceptable for the following reason: It is acceptable in terms of use, siting, design, scale, access and landscaping, and would not have an adverse impact on visual, residential or environmental amenity or on highway safety. It therefore complies with the relevant policies in the Eastbourne Borough Plan 2001-2011.

**Appeal:** Should the applicant appeal the decision the appropriate procedure to be followed, taking into account the criteria set by the Planning Inspectorate, is considered to be **written representations**.





## Committee Report 7 August 2012

### Item 12

<b>App.No.:</b> EB/2012/0469	<b>Decision Due Date:</b> 24 August 2012	<b>Ward:</b> Meads
<b>Officer:</b> Jane Sabin	<b>Site visit date:</b> 9 July 2012	<b>Type:</b> Minor
<b>Site Notice(s) Expiry date:</b> 30 July 2012		
<b>Neigh. Con Expiry:</b> N/A		
<b>Weekly list Expiry:</b> 1 August 2012		
<b>Press Notice(s)-:</b> 1 August 2012		
<b>Over 8/13 week reason:</b> N/A		
<b>Location:</b> Eastbourne College, Kelvin Lodge, 3 Old Wish Road		
<b>Proposal:</b> Retention of temporary classroom building		
<b>Applicant:</b> Eastbourne College		
<b>Recommendation:</b> Approve		

#### Planning Status:

- College Conservation Area

#### Relevant Planning Policies:

UHT1	- Design of New Development
UHT4	- Visual Amenity
UHT15	- Protection of Conservation Areas
H020	- Residential Amenity

#### Site Description:

The application site is within the grounds of Eastbourne College and was formerly used as a staff car park. The site is located at the junction of Old Wish Road and Carlisle Road, and is enclosed on two sides by brick walls; the site is at a significantly lower level than the pavement in Carlisle Road and a raised bed behind the wall contains deciduous trees.

#### Relevant Planning History:

App Ref: EB/2009/0199    Description: Erection of a temporary classroom located at the junction of Carlisle Road and Old Wish Road

Decision: Approved    Date: 15 May 2012

**Proposed development:**

The previous permission lapsed in May 2012, and consent is now sought to retain the building for a further period of five years.

**Applicant's Points:**

- Although the Birley Centre has been completed, a renewal is sought to allow the College to continue its program of redevelopment and renewal over the next five years
- The site has been chosen because of its ease of access for staff and pupils, its minimal impact on the surrounding area and it is barely visible from nearby properties
- The College is intent upon significantly improving what is currently an unattractive collection of buildings in the area between Birley, the Science Block and Old Wish Road. These improvements will make the whole area significantly more attractive and offer more amenities for its pupils and the local community. This development takes time, requires investment and necessitates temporary classrooms and other complex logistical planning.
- The temporary units currently house PE Classrooms. These are not compatible with the space and accommodation formed in the new Birley Centre which is primarily a music teaching and arts performance venue. This is currently used by the College and a great many local groups.
- Alternative classrooms linked to the sports buildings and swimming pool on the other side of Old Wish Road are required to ensure that suitable supervision and departmental adjacencies are provided in a properly developed solution.
- The College is pursuing proposals of building a new dining hall, classroom building, sports centre and swimming pool within the heart of the College's campus. This will necessitate the temporary demolition of at least one badly designed building constructed in the 60s and potentially the Rule Centre, leaving the College short of some 18 classrooms for the period of the build.

**Consultations:**

The Conservation Consultant notes that the classroom is barely visible from the public domain and has no objections to its retention for the immediate future although hoping that eventually it will be removed.

(Memo dated 15 July 2012)

At their meeting on 17 July 2012, the Conservation Area Advisory Group raised no objections to the proposal.

**Neighbour Representations:**

None received.

**Appraisal:**

The building is in good condition and well screened from most public viewpoints, with the exception of Old Wish Road itself, however this road is little used by anyone other than college staff, pupils or visitors. Whilst it has minimal impact from Carlisle Road, it is considered that it would not be appropriate as a permanent or long term structure in the conservation area.

This has to be balanced with the College's long term plans for significant investment in the campus and further development of the site. The details submitted demonstrate a strong commitment to improving the campus by removing many of the dilapidated buildings and providing new high quality replacements in a carefully planned way. It is anticipated that the first planning application would be submitted within 6 to 9 months. In these circumstances, it is considered that a further temporary consent is reasonable and appropriate.

**Human Rights Implications:**

None.

**Conclusion:**

It is considered that the temporary classroom complies with the relevant Borough Plan policies in terms of its, siting, scale and materials and would not result in any permanent harm to visual or residential amenity and therefore a further temporary consent is acceptable.

**Recommendation:**

**GRANT** subject to conditions

**Conditions:**

(1) The building hereby approved shall be removed and the land restored to its former condition on or before 31 August 2015 in accordance with a scheme of work submitted to and approved by the Local Planning Authority.  
Reason: The building, by reason of its construction, is inappropriate as a permanent development of the site.

Informatives:

SUMMARY OF REASONS FOR DECISION

The proposed development is considered acceptable for the following reason:  
The temporary classroom complies with the relevant Borough Plan policies in terms of its, siting, scale and materials and would not result in any permanent harm to visual or residential amenity and therefore a further temporary consent is acceptable.

**Appeal:** Should the applicant appeal the decision the appropriate procedure to be followed, taking into account the criteria set by the Planning Inspectorate, is considered to be **written representations**.